

# THE COMMERCIAL MOTOR

FRIDAY, APRIL 8, 1960  
ONE SHILLING

CARRIES  
WEIGHT  
WITH  
HEAVY  
LOADERS

*well*  
*7/28/51*  
HANDLE WITH CARE

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TECHNOLOGY  
DEPARTMENT



Stout-hearted Thames, built for long and heavy hauls. Built to give the best results—all round. And to carry weight with those who operate them.

THAMESTRUCKS AND VANS BY **FORD**

"....the latest

**Foden**

the finest vehicle on the  
road bar none! "

*writes Mr. F. B. Atkins of Derby*

**13 m.p.g. with over 16 tons payload!**

*Read what  
Mr. Atkins  
says in this  
unsolicited  
testimonial  
—then ask to see  
the new*

...As an old Foden user I should like you to place on record... my observations on the latest Foden, the finest vehicle on the road bar none. It is returning 13 m.p.g. overall, taking all types of load and road conditions—this with over 16 tons payload.

**Foden**

*F. B. Atkins*

F. B. Atkins,  
Haulage Contractor,  
Findern, Nr. Derby.



FODENS LIMITED ELWORTH WORKS SANDBACH CHESHIRE Telegrams 'FODENWAY Sandbach' Telephone Sandbach 644 (12 lines)  
LONDON OFFICE: 139 Park Lane W.1 Tel. GROsvenor 5932 2582G





# **Service off the shelf** **Behind every** **Bedford dealer** **there's a vast** **organisation to** **supply low-cost** **Bedford parts**

★ **PROMPT SERVICE** from nearly 900 dealers spread all over the United Kingdom. Wherever you're operating, you're never far from a Bedford dealer. All dealers carry a wide range of basic Bedford parts. Smaller dealers' stocks of parts are backed by ample stocks at main dealers. For unusual items, main dealers get 24 hour service from the Bedford factory.

● **LOW COST** — not just a little lower, but a great deal! Prices of genuine Bedford parts are as low as any in the industry. Largely because Bedford make more trucks than anyone else — 40% of all trucks made in Britain last year were Bedfords. And Bedford Service costs are lower with charges based on factory-approved times. Yes, better buy Bedford!

*Vauxhall Motors Ltd · Luton · Bedfordshire*

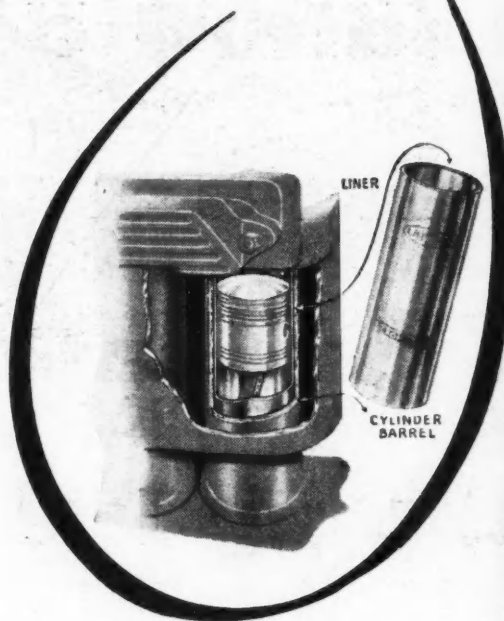
# The inside Story!

Cylinder wear followed by the inevitable overhaul — the costs of which are continuously rising — is an ever increasing liability. More and more Fleet Operators and Transport Managers now realise that they can make a considerable saving all round, by fitting "CROMARD" hard chromed cylinder liners. "CROMARD" liners very nearly eliminate the weak link—cylinder wear. They are guaranteed for 100,000 road-miles, and the life of the entire engine is lengthened whilst the bugbear of lost working hours is minimised by less frequent overhauls. The additional outlay of fitting "CROMARD" liners will pay you handsome dividends. "CROMARD" liners are available in certain chassis by all the following manufacturers :— Commer, Dennis, Dodge, Karrier, Lewin Sweepers, Mercury Tractors, Massey-Ferguson, Ransomes & Rapier, Seddon, Shelvoke & Drewry, Yorkshire.



**LAYSTALL CROMARD LIMITED**  
DIXON STREET, WOLVERHAMPTON

Telephone: Wolverhampton 26941



## TO MANUFACTURERS

"CROMARD" thin wall liners permit the largest possible bore in new or existing designs. They are the answer to the manufacturers' quest for more power allied to the already known hard chrome non-wearing property of "CROMARD." They are fitted as standard in the PERKINS Four — 203 and Six — 305 diesel engines.

Laystall Laystall Laystall Laystall Laystall Laystall Laystall

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differenti  
With g.v  
91 cwt.,  
payload.  
haulage,

AL  
MOTO  
SCOTSTOU

# Factory-built for the 10-ton payload



## The NEW Albion REIVER

*NOW available  
with TWO  
DRIVEN REAR AXLES*

The Albion Reiver is not a 2-axle chassis with a third axle added. It is specifically designed and engineered from start to finish by the manufacturer for payloads which exceed the legal maximum for 2-axle chassis and which are uneconomical for the maximum load 6-wheeler.

Following the recent introduction of the new single drive model, Albion now announces an additional Reiver range incorporating two driven rear axles with spiral bevel differentials and hub reduction gears, each of which is independently driven from a relay gearbox with air-operated locking differential.

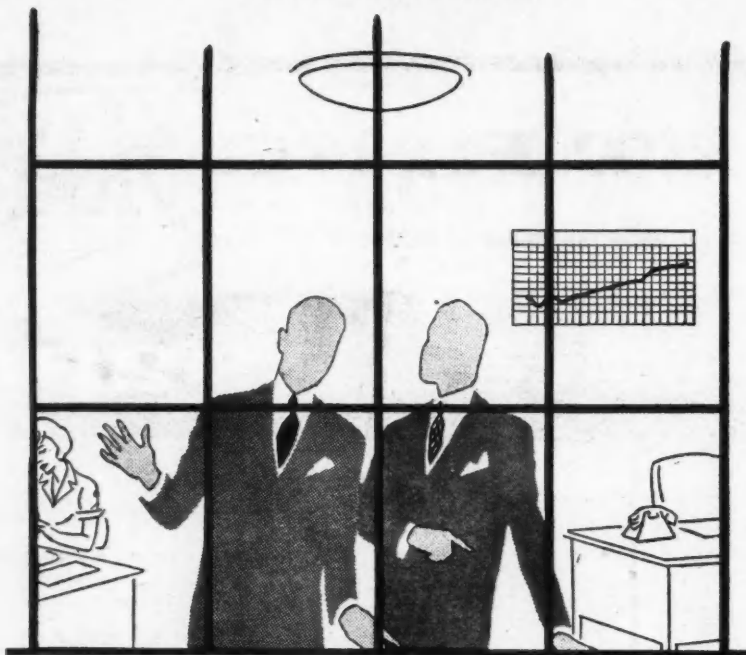
With g.v.w. of 15½ tons, and chassis and cab weighing only 91 cwt., a good margin remains for bodywork and a 10 ton payload. Available in two wheelbases of 15' 0" and 16' 8½" for haulage, and one of 12' 2" for tipping.

- ★ Leyland 6-cylinder 0.375 diesel developing 105 bhp.
- ★ 14" single dry plate clutch hydraulically operated.
- ★ 5-speed gearbox with optional over-drive.
- ★ Relay gearbox with differential.
- ★ Double drive hub reduction twin rear axles.
- ★ Air boosted hydraulic brakes.
- ★ Luxury style, wide vision cab with low entrance forward of the front wheel.

**Albion**  
MOTORS LIMITED

SCOTSTOWN, GLASGOW, W.4

Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Tel: MAYfair 8561



## That's a Renault isn't it?

"Yes, one of our fleet of Dauphines."

"A fleet, eh? You must like them!"

"We like anything that saves us money, and the Dauphine certainly does that. Over 45 to the gallon; long life, low maintenance, lower tyre costs, and a whole batch of built-in extras; heater, over-riders, parking lights, anti-thief lock and so on."

"What about service?"

"No trouble at all. You see Renault have dealers in all major towns — all carrying spares. Though mind you we seldom have to use them!"

"How do the representatives react?"

"Delighted! they like the way they go, the way they handle in traffic, and they enjoy the comfort of the aerostable suspension..."

"The aero-what?"

"Aerostable suspension. Air cushions on the rear half-axes that absorb all the bumps. I tell you, our men love their Dauphines as though they were their own — even polish them at weekends! It's going to save us pounds on resale!"

"Hmmm! Sounds quite a proposition. I think I'll have a word with Renault myself."

## RENAULT DAUPHINE for Fleet Users

Why don't YOU have a word with RENAULT too?

Post this coupon for details of the amazing 1960 Dauphine

To Renault Limited, Western Avenue, London, W.3.

Please send me full details of terms to fleet users.

Name \_\_\_\_\_

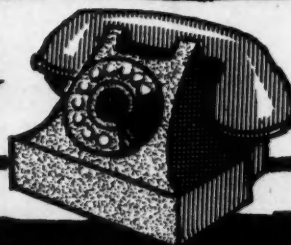
Firm's Name \_\_\_\_\_

Address \_\_\_\_\_





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## Preston 89233

**A.E.C.**  
**ALBION**  
**B.M.C.**  
**FODEN**  
**GUY**  
**LEYLAND**  
**SEDDON**

There is a Homalloy plastic or light alloy body (platform, drop-side, tipper or van) to suit every type of commercial vehicle chassis.

We are as close as your telephone to answer your transport problems.



*A.E.C. "Mercury" chassis with Homalloy plastic cab and light alloy platform body.*

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LIGHT ALLOY REGD

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**S. AFRICA**  
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Port Elizabeth  
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Are your running costs too high?

THE **Hygena** FLEET



has drastically reduced its operating costs

by entirely  
*Converting to* **RED<sub>E</sub>X**

A Free Conversion on one of your vehicles will prove to you that you can get more m.p.g. for whatever type of car, van or lorry you use. Get in touch with RED<sub>E</sub>X (Dept. CO), 365, Chiswick High Road, London, W.4. Tel: Chiswick 6844 and ask about the RED<sub>E</sub>X Free Conversion Plan. Your first step to real economic fleet operating.

**RED<sub>E</sub>X**

RED<sub>E</sub>X is a Registered Trade Mark of RED<sub>E</sub>X LTD.

*makes every gallon do more*

# NEW ENGINE ★

# ★ NEW LOW PRICE

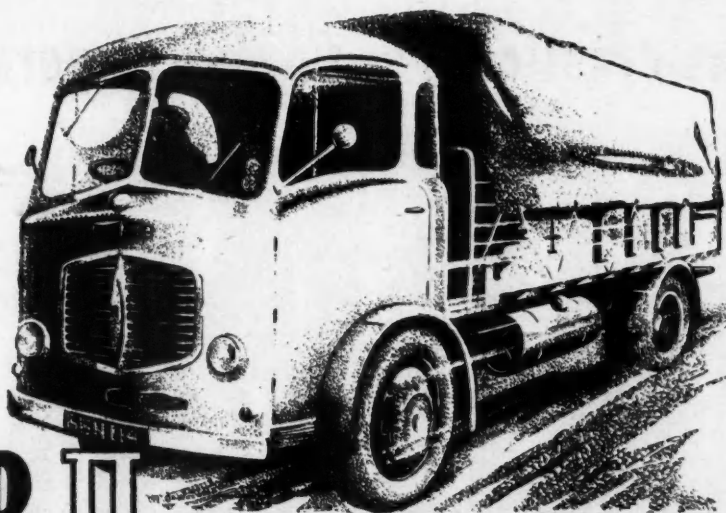
# ★ SAME BIG CHASSIS

ENGINE	GEAR BOX	REAR AXLE	CHASSIS	BRAKES	TYRES
105 bhp B.M.C DIESEL	4 SPEED CONSTANT-MESH	2 SPEED EATON	8¼×2½×¼ MANGANESE STEEL	605inch <sup>2</sup> VACUUM SERVO	900×20-12p 10 STUD WHEELS

**NOTE  
THESE  
FEATURES**

The Condor II is tough: as tough as they come. It is a genuine twelve ton gross chassis, with all the features to give complete confidence to operator and driver alike. Big steering, big brakes, 10 stud wheels, superbly roadworthy, and with a spacious coachbuilt cab for comfort. The six cylinder diesel is well tried, and, most important, can be quickly replaced at modest cost. The price is very attractive and certainly worth enquiring about.

The New Condor is available in four standard wheelbases, 126", 163", 174" and 210". Your DENNIS distributor will be pleased to help, ask for brochure No. 177P.



## CONDOR II HEAVY DUTY CHASSIS

DENNIS BROS LTD

GUILDFORD

# BIG PEOPLE

# IN BIG



# BUSINESS

# LIKE



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LIVERPOOL 3

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**Whatever the haul  
Wherever you go  
GO WORRY-FREE!**



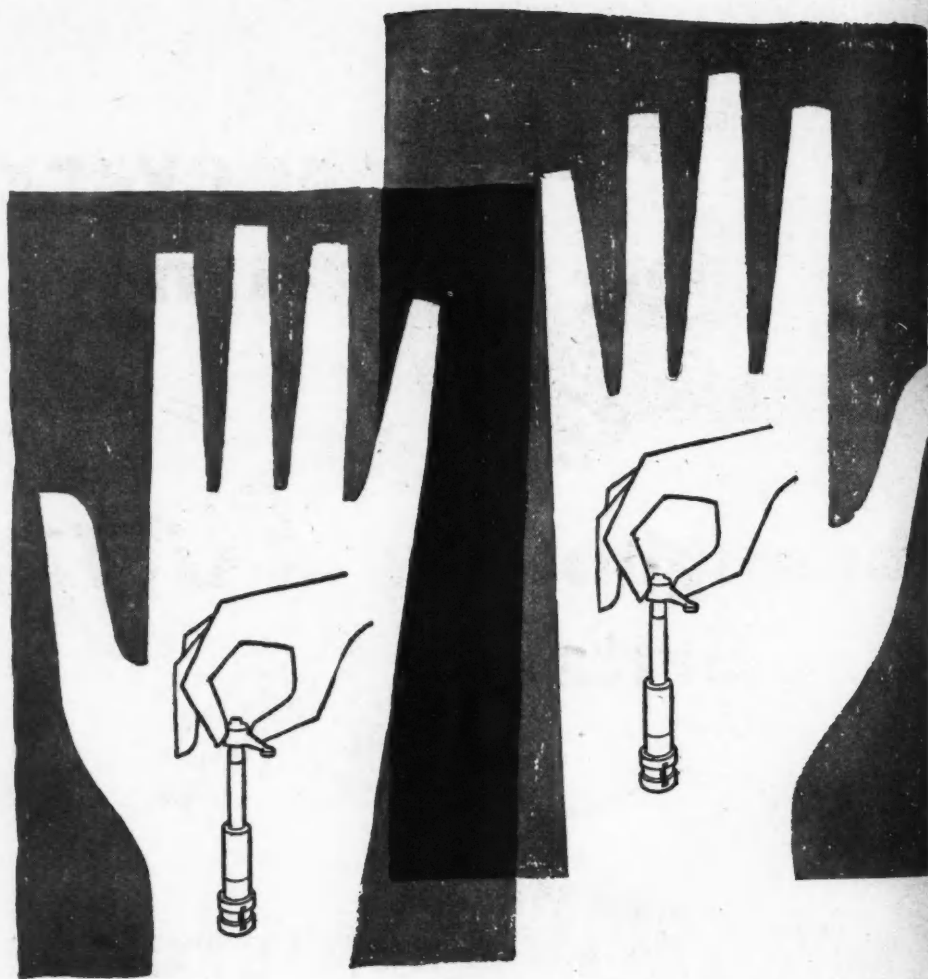
*Daily Mirror Photograph*

on Kelly Tyres — which have been tested and proved on turnpikes and continental highways — and are ready NOW for Britain's new motorways.

**KELLY**  
**GIANTS**  
**are tough!**



KELLY SPRINGFIELD TYRE COMPANY LTD 1/3 REDHILL STREET LONDON NW1 PHONE EUSTON 6626



**"Now you can fit it...now you can't..."**

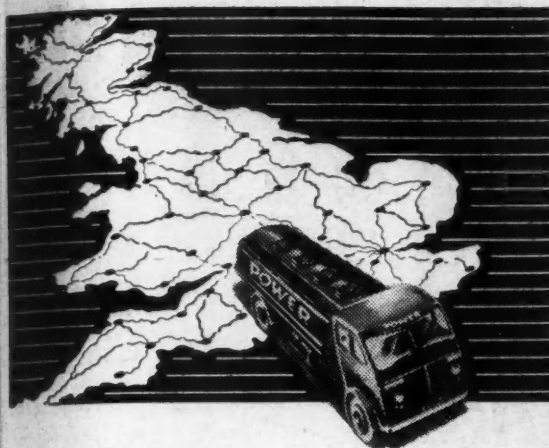
Put the cylinder of one of our injection pumps upright on the bench; hold the plunger between your finger and thumb; you can slide it easily into the cylinder... Hold it in your hand for ten seconds and it won't fit at all. Why? Expansion—perhaps only one ten-thousandth of an inch but quite enough to make it too large to fit the bore to which it was hand-lapped during manufacture. You find this level of workmanship throughout our pumps and all our products. One reason why they are standard equipment on so many diesels... not only here but in America and Europe.

**Simms**

A10

SIMMS MOTOR UNITS LIMITED, EAST FINCHLEY, LONDON, N.2.





**for every  
journey...**

**throughout  
Britain**



**there's a  
POWER supply**

**for all your  
fuel needs**



**THE POWER PETROLEUM CO LTD** • Depots throughout the Country • Agency Pumps in all areas

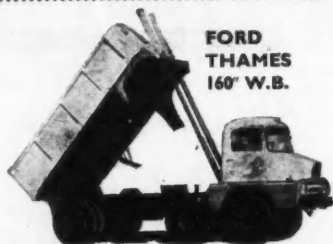


# Just the job!-for every job

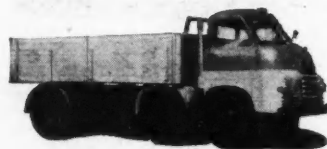
# "Primrose" REGD. TWIN STEER

## gives extra payload

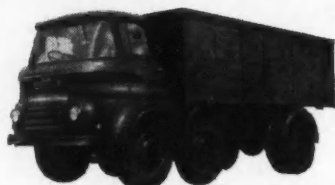
We have pleasure in illustrating six recent "Primrose" Twin Steer conversions.



FORD  
THAMES  
160" W.B.



BEDFORD 156" W.B.



B.M.C. 160" W.B.



COMMER 7 TON



LEYLAND C.S.3



DODGE 3146Y

"Primrose" Twin Steer conversions are available for many types of vehicles and will increase the carrying capacity by approximately 50%. Ask your local agent or write direct for full details.

## "Primrose" Group Sales

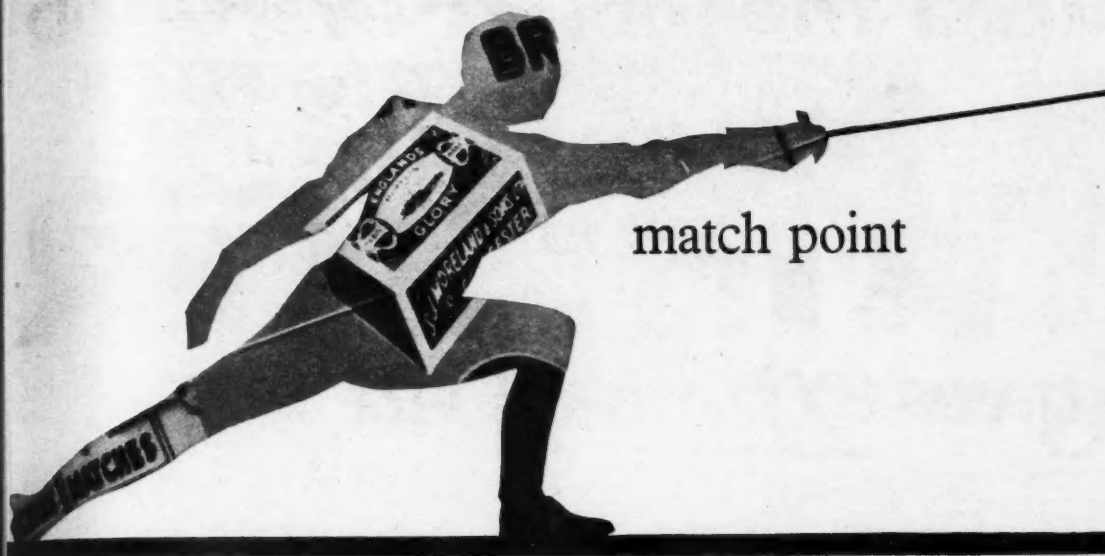
CLITHEROE ROAD • WHALLEY  
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Job

R

re in illustrating  
rimrose" Twin  
s.



match point

Shaping up. Riposte. Touche! Winning point. Profitable. Point worth remembering.

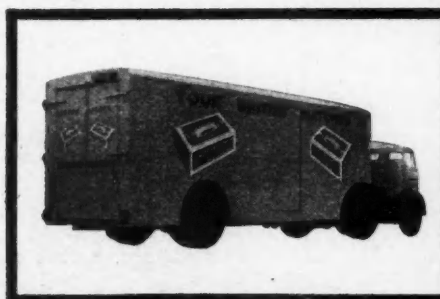
This routine is routine to Duramin. Duramin light-alloy bodywork has

the points that count. Points to counter. The counter points are profitable.

Strength-yet-lightness; reduced overheads; increased payloads; greater profits.

Duramin light-alloy bodies mean strength-yet-lightness on all transport operation.

Go into the matter of Duramin light alloy bodywork. Points to success.



Moreland Articulated Van

Dimensions: 25' 0" x 7' 0" x 9' 6" overall height

Features: sliding door to each side of the body.

Double doors and tailboard at rear end

Payload: thirty million matches

light-alloy bodies by **Duramin**  
Regd.

DURAMIN ENGINEERING COMPANY LIMITED, Stonefield Way, Ruislip, Middlesex. Telephone: Ruislip 3322 (5 lines). Telegrams: Duramin, Ruislip  
also at: Lydney, Gloucestershire. Telephone: Lydney 208

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ALLEY

Whalley 3315/7



## "There's a lot to learn ...

in the motor trade business. I'm learning fast and B.W. are with me all the way. Fighting for more business is easier when you've got 90 years' financial experience to back you up. I first became a customer of theirs when I decided that I ought to offer first-class H.P. facilities. When my sales went up, B.W. also provided the financial backing that enabled me to keep a larger stock.

B.W. have put a lot of effort into seeing that my plans are sound. They're a firm to rely on."

*\* We provide a nation-wide financial service through our 50 Branches. Our local Manager will give your enquiry immediate attention.*



*The*

# British Wagon

COMPANY LIMITED

*Head Office:*

Moorgate, Rotherham, Yorks. Tel. Rotherham 5466

*Southern Head Office:*

Rotherham House, Grosvenor Crescent, London S.W.1.  
Tel. Belgravia 8000

**THE FRIENDLY FIRM WITH  
BRANCHES THROUGHOUT THE COUNTRY**

BW/MT/12

## everything points to **FILON**



## *the new flat sheeting* for rooflights and panelling

FILON translucent sheeting, made from fibre glass reinforced polyester resin, is a strong, lightweight, virtually indestructible material of special interest to the body builder. It passes up to 85% of light and is an ideal roofing material for all kinds of vans and pantechnicons where visibility aids loading and unloading.

FILON has uniform strength throughout because it is made by a continuous process. This also enables flat sheet to be ordered in any length required for panelling purposes. FILON is easy and cheap to work and fix, and can be sawn, filed, nailed, drilled, using ordinary carpenter's tools. Write for full details.

*N.B.* - If you are extending your shop, install FILON rooflights. Available in flat sheet or in standard profiles to match corrugated iron, aluminium or asbestos sheeting.

# FILON

**STRUCTURAL  
SHEETING**

*strong light translucent*

**B.I.P. REINFORCED PRODUCTS LTD**

STREETLY WORKS · SUTTON COLDFIELD · PHONE: STREETLY 509

For sheer power and is nothing with the 15/10 range the advantage thrustful 4 the economy reducing speeding up Countless wide vision flexibly mo and demis 24 ft. Sp capacity.

SED

Det

# points SEDDON "14 TONNER"

For sheer concentrated power and energy there is nothing to compare with the Seddon Mk. 15/10 range. It gives all the advantages of lively, thrustful 4 wheel performance with the economy of  $9\frac{3}{4}$  ton payloads, reducing transport expenses and speeding up deliveries. Countless refinements include curved wide vision windscreen, six point flexibly mounted cab. Built-in heaters and demisters. Body length up to 24 ft. Spiral bevel rear axle - 10 ton capacity.

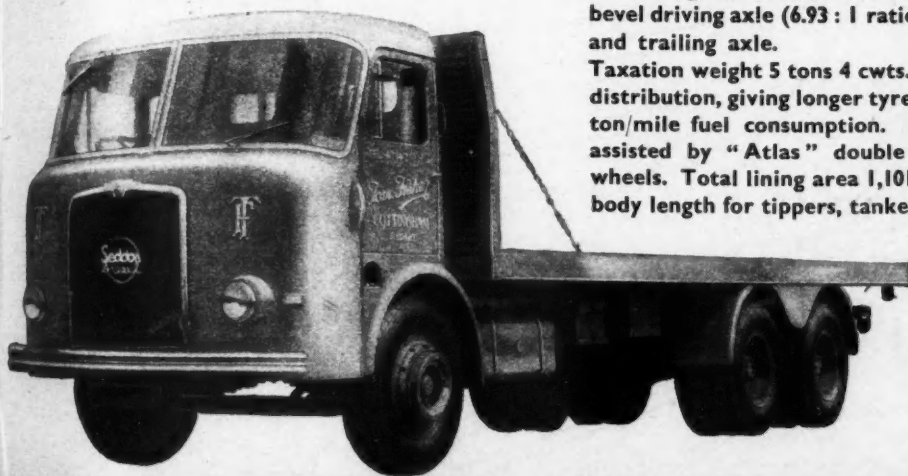
## ...this is REAL POWER with $9\frac{3}{4}$ TON PAYLOAD



**SEDDON**  
*diesels*

Also available as Six Wheeler with Trailing axle - G.V.W. 18 tons - Payload 12/13 tons. Body lengths up to 24 ft. Powered with Leyland 375 diesel engine 110 B.H.P. at 2,400 R.P.M. Spiral bevel driving axle (6.93 : 1 ratio - 10 ton capacity) and trailing axle.

Taxation weight 5 tons 4 cwt. 1 qr. Better load distribution, giving longer tyre life. Big saving in ton/mile fuel consumption. Hydraulic brakes assisted by "Atlas" double hydrovac on all wheels. Total lining area 1,101 sq. in. Increased body length for tippers, tankers, etc.



**SEDDON DIESEL VEHICLES LTD., WOODSTOCK FACTORY OLDHAM.**

**Seddon**  
*Diesel*

Details from the manufacturers, Seddon Diesel Vehicles Limited. Tel:- Manchester MAln 6041 (8 lines) or from your local Distributor.

London Sales:- Halls of Finchley Ltd., Tel:- Hillside 1044.

London Service and Spares:- Arcadia Avenue, Finchley Central, N.3. Tel:- Finchley 5908-9.



## MARSHALL BODIES EVERYWHERE

Specialist bodywork for all makes of chassis using composite, light alloy or light steel construction.

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*Fingertip  
opening  
with*

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**SHUTTERS**

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**MANCHESTER 4**

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**MANUFACTURERS OF BRADY HAND AND POWER OPERATED LIFTS**





*finger-tip controlled loading  
drastically reduces handling costs*

it pays to fit a

**BURTONWOOD**

***Hydraulic Tail Lift***

Patent Nos. 776002 & 647075  
other patents pending

Loading by hand is not only old-fashioned but is very expensive, particularly when compared with the modern Burtonwood Way—one man alone can operate the Hydraulic Tail Lift.

Easily installed on existing transport, the Burtonwood Hydraulic Tail Lift standard models are available with

**CAPACITIES RANGING FROM 10 CWTs. TO 3 TONS.**

If you are interested in reducing your handling costs write or telephone for details. We shall be pleased to arrange a demonstration.

*Among many road transport operators who use the Burtonwood Tail Lift Hoist are:—*

G.E.C. Ltd., Shell-Mex and B.P., Esso, Metropolitan Police, J. Lyons & Co. Ltd., Express Dairy Co. Ltd., Marks & Spencer Ltd., Electrolux Ltd., International Computers and Tabulators Ltd., The National Cash Register Co. Ltd., Johnson & Phillips Ltd. and numerous Electricity and Gas Boards.

**BURTONWOOD ENGINEERING CO., LTD.**

MECHANICAL HANDLING DIVISION

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Telephone: Welwyn Garden 5571 (7 lines)

## Have your cake and eat it

Many operators of fleets of vehicles would like to re-equip — but they're worried about the expense. So they carry on with old, outworn vehicles — heavy in running costs, light in profits.

But with UDT's help you can have your cake and eat it : you can run new, efficient vehicles and let them pay for themselves out of increased earnings instead of capital.

Find out about UDT credit facilities from your dealer or nearest UDT branch—the address is in your local directory.



*Photographed at Potter's Museum, Bramber, Sussex*

**UNITED DOMINIONS TRUST (Commercial) LIMITED**

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**COUPLED  
FOR EVEN  
GREATER  
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**YORK  
FRAMELESS**

**FREIGHTMASTER**

The Atkinson/York Freightmaster is a real investment in carrying capacity—12 to 20 tons, 22' to 40' in length.

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**YORK  
FRAMELESS  
FREIGHTMASTER**

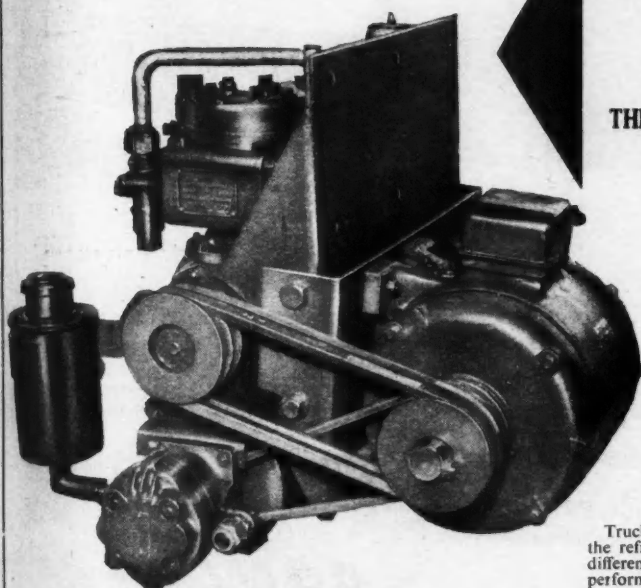
# MOBILE TRUCK REFRIGERATION

IMPORTANT ANNOUNCEMENT

## FREE REFRIGERATION WHILE THE TRUCK WHEELS ARE TURNING

ONLY 6 HOLE BOLTING TO CHASSIS

THIS SMALL UNIT HANDLES 1,000 cu. ft



OTHER MODELS AVAILABLE FROM 300 TO 2,000 cu. ft. AT ANY REQUIRED TEMPERATURE DOWN TO MINUS 10° F.

### MOBILE REFRIGERATION

Truck refrigeration and refrigerated trucks are the same but, the refrigeration plant Essex manufacture and supply is very different, in fact it is years in advance in design and performance.

Why run two engines to drive your transport vehicle and refrigeration?—Essex do not.

You use your gearbox to drive the prop shaft and that turns your roadwheels—this has been the way for years. Can you find any fault with this method? Also, overdrives on cars operate from the gearbox: Essex engineers have designed the finest overdrive or underdrive prop shaft and it is the most simple and efficient system ever used.

Even when your truck is ticking over at traffic lights, refrigeration is operating. When your vehicle is at the loading or unloading bay full refrigeration is taking place. If you don't require transmission drive, switch off the overdrive. But if you want full temperature-controlled refrigeration overnight or when stopped for long periods, or wish to use the refrigerated chamber as a static or long period storage chamber, you can plug into the built-in electric motor and full electrical refrigeration takes over. When desired temperature is reached inside the chamber the refrigeration unit stops and starts again when the temperature rises two-four degrees. Years of mobile refrigeration experience is at your service.

- NO EXTRA ENGINE REQUIRED TO FEED WITH FUEL.
- NO EXTRA TIME SPENT ON REPAIRS.
- NO MAINTENANCE COSTS.
- SIMPLE, DEPENDABLE, HIGH DUTY REFRIGERATION FROM THE START UP OF THE TRUCK ENGINE.

# ESSEX REFRIGERATION COMPANY LTD

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# SPARSHATT'S PATENT \* REFRIGERATED BODYWORK

**MAXIMUM  
THERMAL  
EFFICIENCY  
&  
MINIMUM  
WEIGHT**

\* PATENT DESIGN No. 6310-57



1,200 CU. FT. REFRIGERATED  
VAN FOR BULK FROZEN FOOD  
TRANSPORT WITH THERMO KING  
REFRIGERATION

**INSULATED BODIES IN CAPACITIES  
FROM 7 CWT. TO 12 TONS**

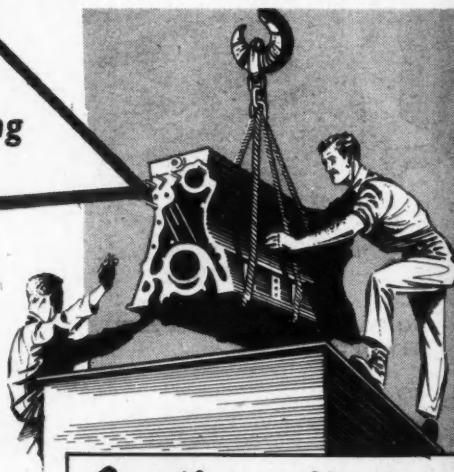
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PORTSMOUTH. PHONE 60361

**J. H. SPARSHATT & SONS LTD.**

**LONDON SALE OFFICE**  
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*There is no easier, cheaper or  
more effective way of degreasing  
vehicle parts and assemblies*

No special equipment is needed to degrease vehicle parts and assemblies the easy SOLVEX way. You need a container large enough to accept the parts, a small amount of SOLVEX and hot water. The SOLVEX solution does the rest in a very short time. It saves so much time and money to work on grease- and oil-free parts. Thousands of garages and workshops are already SOLVEX users. SOLVEX can help you too. Write for a testing sample and literature.



*Save time and tempers  
with **FLICK**  
EASING OIL  
FLICK frees rust-locked  
parts without damage*

**5/-** per pint tin



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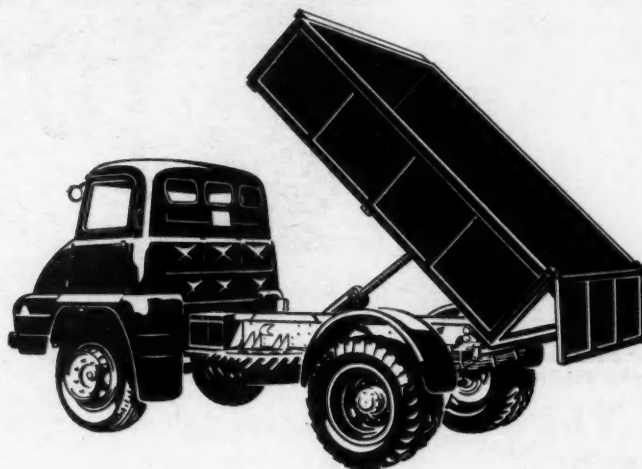


# A New Thames seems even better from Dispatch BECAUSE THE SERVICE IS BETTER

**Dispatch have all the new and used commercial vehicles you want**

New Thames and Thames Traders are the same everywhere. But when you buy from Dispatch, you enjoy all the facilities of the liveliest main Ford dealer in London. For instance, workshops fully equipped to give a complete overhaul and repair service; quick yet thorough servicing; and the largest stock of spare parts in the country.

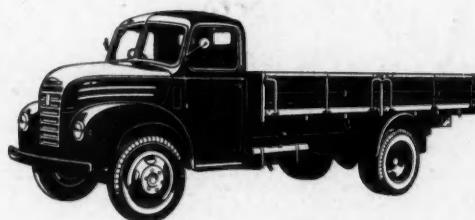
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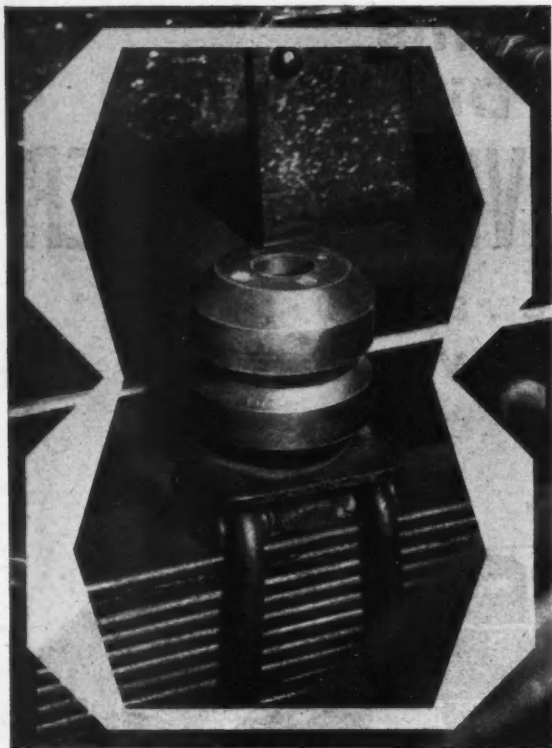
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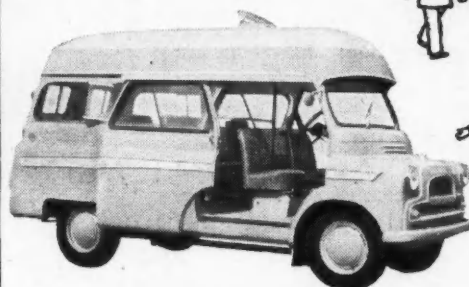
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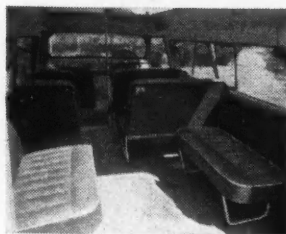
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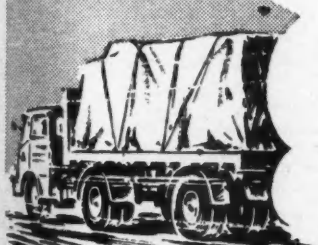
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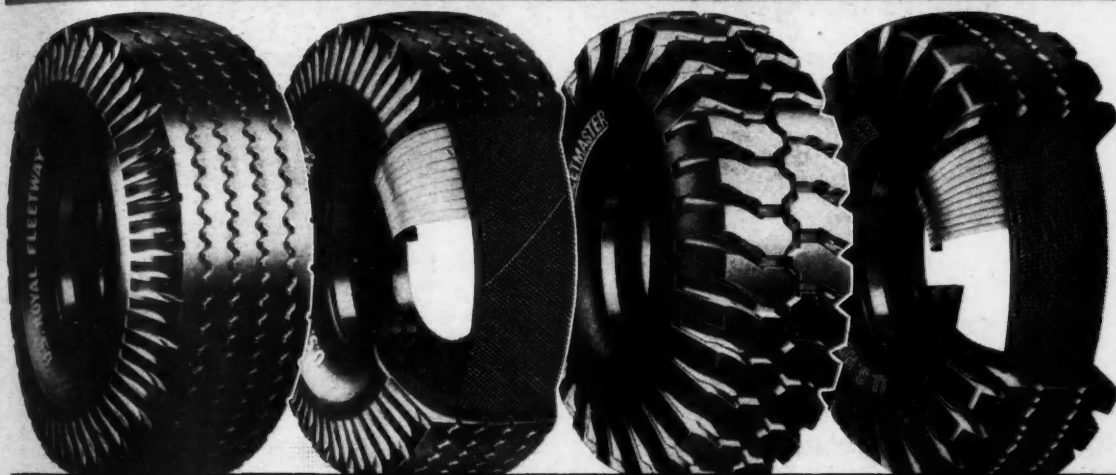
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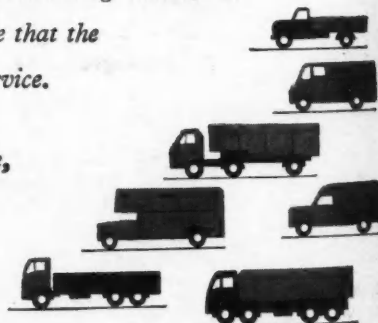
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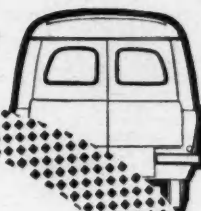
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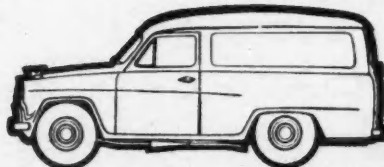
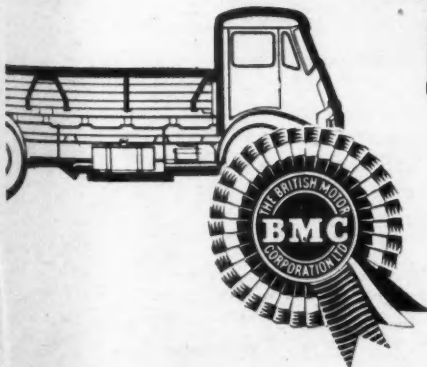
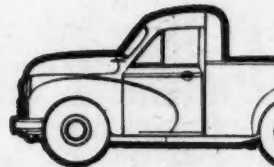
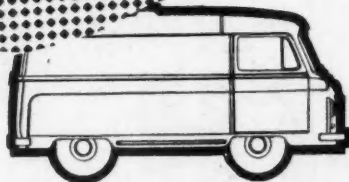
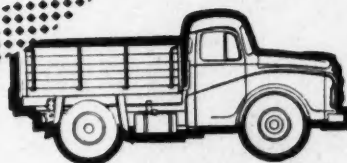
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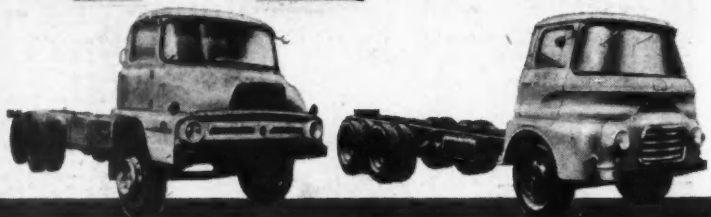
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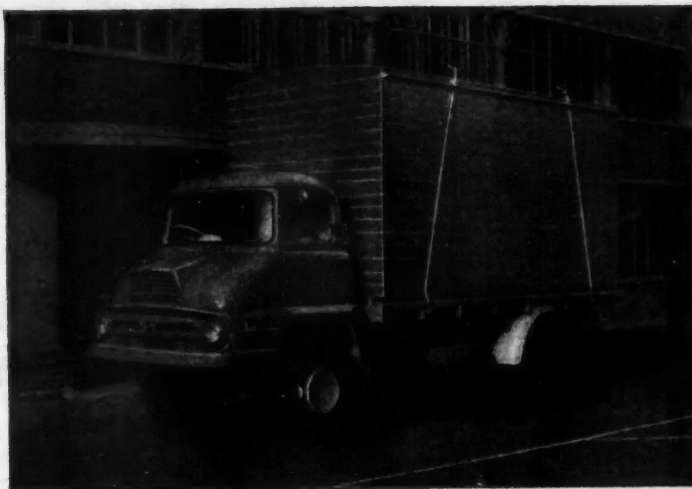
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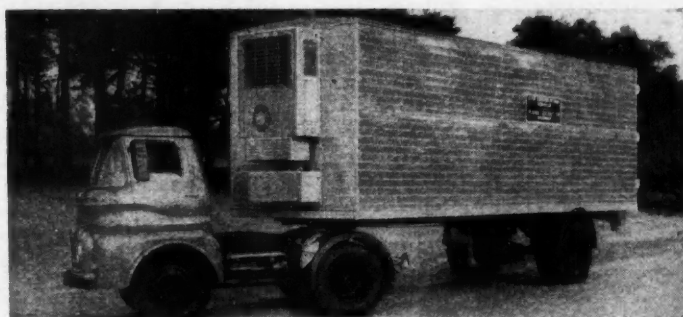
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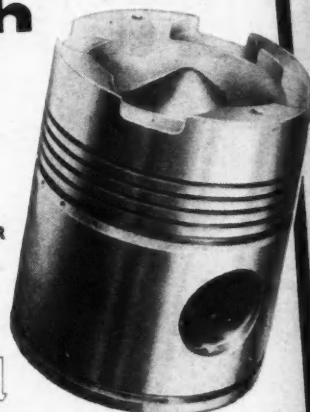
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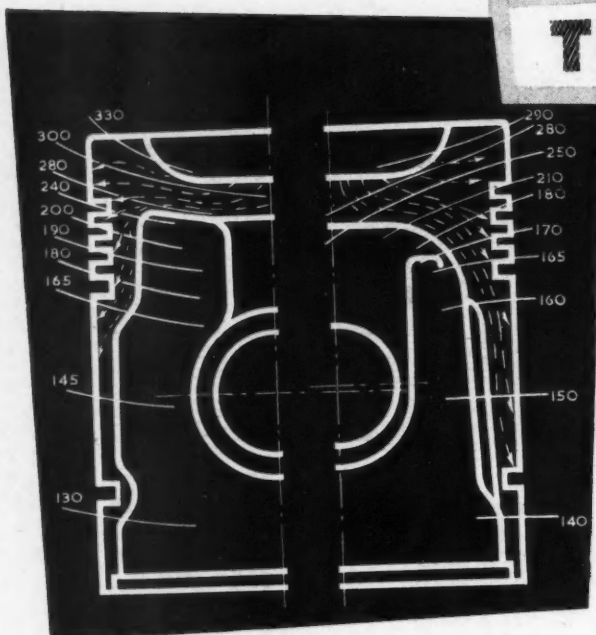


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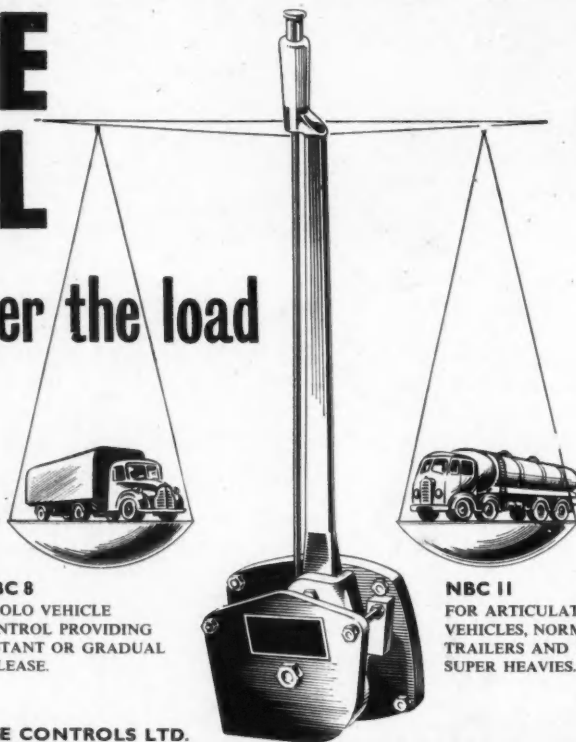
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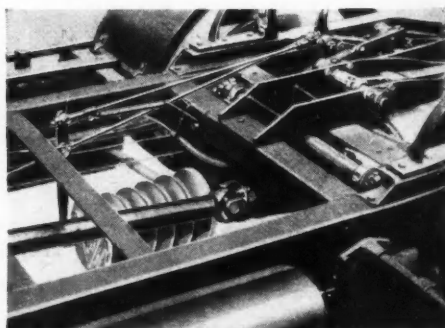
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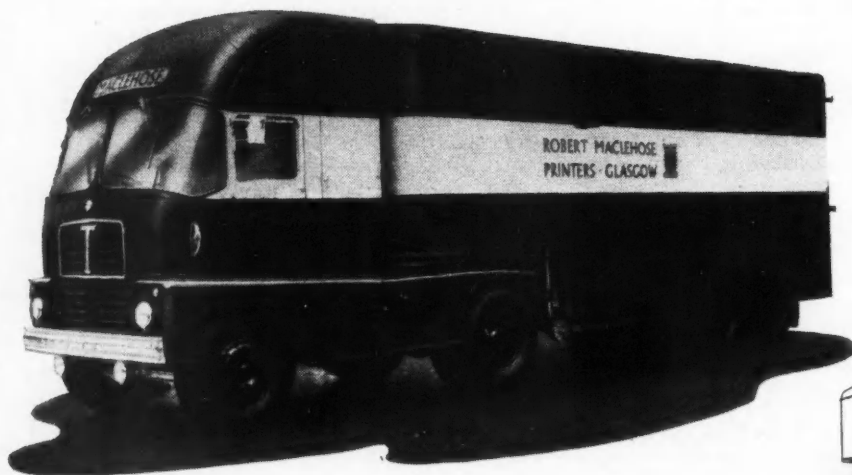
## INDEX TO ADVERTISERS

Name	Page
<b>A</b>	
A.E.C., Ltd. . . . .	41
Aeon Products (London), Ltd. . . . .	22
Albion Motors, Ltd. . . . .	3
Andrews Bros., Ltd. . . . .	8
Arlington Motor Co., Ltd. . . . .	50
Atlantic Steam Navigation Co., Ltd. . . . .	34
Austin Crompton Parkinson Electric Vehicles, Ltd. . . . .	47
Automobile Palace, Ltd. . . . .	80
<b>B</b>	
Balco Patents, Ltd. . . . .	26
Bennett, J. C., & Co. (Coachbuilders), Ltd. . . . .	80
B.I.P. Reinforced Products, Ltd. . . . .	14
B.M.C. Service, Ltd. . . . .	29
Boden Trailers, Ltd. . . . .	80
Borg & Beck Co., Ltd. . . . .	Back Cover
Bowyer Bros. (Congleton), Ltd. . . . .	24
Boys, Henry, & Son, Ltd. . . . .	30
Bradford Road Garage (Leeds) . . . . .	34
Brady, G., & Co., Ltd. . . . .	16
British Wagon Co., Ltd., The . . . . .	14
Brown Brothers, Ltd. . . . .	82
Burtonwood Engineering Co., Ltd. . . . .	17
<b>C</b>	
Campbell Symonds & Co., Ltd. . . . .	80
Capital Motor Co., Ltd. . . . .	35
Chloride Batteries, Ltd. . . . .	33
<b>D</b>	
Dagenham Motors, Ltd. . . . .	78 & 79
Darham Industries (London), Ltd. . . . .	79
Davies Magnet Works, Ltd. . . . .	80
Dennis Bros., Ltd. . . . .	7
Dispatch Motor Co., Ltd. . . . .	21
Duramin Engineering Co., Ltd. . . . .	13
<b>E</b>	
Essex Refrigeration Co., Ltd. . . . .	19

Name	Page
<b>F</b>	
Feeny & Johnson, Ltd. . . . .	34
Ferraris of Cricklewood, Ltd. . . . .	82
Firestone Tyre & Rubber Co., Ltd. . . . .	40
Fletcher Miller, Ltd. . . . .	20
Fodens, Ltd. . . . .	Inside Front Cover
Ford Motor Co., Ltd. . . . .	Front Cover
<b>G</b>	
Gibbs, J., Ltd. . . . .	81
<b>H</b>	
Holmes (Preston), Ltd. . . . .	5
Howard Bros., Ltd. . . . .	81
<b>J</b>	
Jennings, J. H., & Son, Ltd. . . . .	28
John Bull Rubber Co., Ltd. . . . .	44
<b>K</b>	
K & B Motors (Newcastle), Ltd. . . . .	78
Karrier Motors, Ltd. . . . .	43
Kelly Springfield Tyre Co., Ltd. . . . .	9
<b>L</b>	
Laystall Cromard, Ltd. . . . .	2
<b>M</b>	
Mann Egerton & Co., Ltd. . . . .	31
Marshall Motor Bodies, Ltd. . . . .	16
Martin Walter, Ltd. . . . .	22
Merlin Engineering Co., Ltd. . . . .	24
Michelin Tyre Co., Ltd. . . . .	48
Mitchell, L. A. (Motors), Ltd. . . . .	82
Morris & Co. (Shrewsbury), Ltd. . . . .	79
Morris Commercial Cars, Ltd. . . . .	37
<b>N</b>	
Neate Brake Controls, Ltd. . . . .	32
Nightingale Engineering Co., Ltd., The . . . . .	18
Norrish, S., Ltd. . . . .	81
North British Rubber Co., Ltd., The . . . . .	25

Name	Page
<b>P</b>	
Petrofina (Gr. Britain), Ltd. . . . .	28
Power Petroleum Co., Ltd., The . . . . .	11
Primrose Group Sales . . . . .	12
<b>R</b>	
REDeX, Ltd. . . . .	6
Renault, Ltd. . . . .	4
<b>S</b>	
Seddon Diesel Vehicles, Ltd. . . . .	15
Shell-Mex & B.P., Ltd. . . . .	49
Simms Motor Units, Ltd. . . . .	10
Smith Bros. & Co. (Chemicals), Ltd. . . . .	26
Southern Forge, Ltd. . . . .	Inside Back Cover
Sparshatt, J. H., & Sons, Ltd. . . . .	20
Specialloid, Ltd. . . . .	32
Steel Barrel Co., Ltd., The . . . . .	27
<b>T</b>	
Taskers of Andover (1932), Ltd. . . . .	81
Transport Equipment (Thornycroft), Ltd. . . . .	36
Tyresoles, Ltd. . . . .	42
<b>U</b>	
United Dominions Trust (Commercials), Ltd. . . . .	18
United Motor Finance Corporation, Ltd. . . . .	46
<b>V</b>	
Vauxhall Motors, Ltd. . . . .	1
Vigzol Oil Co., Ltd., The . . . . .	23
<b>W</b>	
Wakefield, C. C., & Co., Ltd. . . . .	45
<b>Y</b>	
York Trailer Co., Ltd. . . . .	38 & 39
<b>Z</b>	
Zenith Motor & Engineering Works, Ltd. . . . .	30

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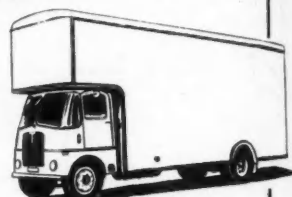
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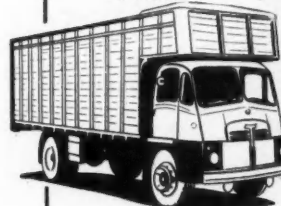
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"SWIFTSURE"  
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"TRIDENT"  
8-tonner



"MASTIFF"  
Max-load  
4-wheeler



## Gadarene Folly

**M**OB mentality is causing the wastage of millions of pounds worth of capital assets. This wanton extravagance to satisfy a whim cannot be allowed to continue. Just because workers insist on travelling to and from their employment in a herd, and management in industry is too apathetic to act in the matter, three-quarters of Britain's buses are used for only a quarter of the working day. For the rest of the time they stand idle while operating staff may be paid for nothing. Many buses make only two effective journeys a day during the morning and evening peak periods, varying from 15 minutes to an hour.

This ridiculous situation is aggravated by the intransigence of education authorities, who refuse to stagger school hours so as not to conflict with commercial and industrial traffic at peak periods. The result is that, although the road passenger transport industry has invested millions of pounds in unnecessary vehicles, it still cannot fully meet the demands of passengers, who expect buses to be available whenever and wherever they require them.

*The Commercial Motor* has made a national survey of the subject, and the first of three articles appears in this issue. Since it was conducted, a 42-hour working week has been introduced in shipbuilding and engineering. A change in the working day has had serious repercussions on bus services in some areas, particularly where there has been no consultation between industry and bus operators.

### No Action in Isolation

Industrial management and trade unions are slow to learn the simple fact that bus operation is intimately connected with the country's social and commercial life, and that any widespread alteration in working hours or social habits is immediately reflected in timetables and duty rosters. Bus timings and staff duties cannot be changed overnight. They are part of a long-term pattern interwoven into a complex fabric of organization dictated by the needs of all classes of passenger.

Full consultation between industrialists, unions and operators is essential before a change in working hours affecting a large block of passengers can be put into force. The alternative is the non-availability of buses at the time required.

Any aggravation of the present peak-load problem is intolerable. Its cost is already enormous, and the discomfort and stress that it causes are entirely unnecessary. Passengers have only themselves to blame for the present level of fares, which is artificially inflated by the need to maintain fleets far in excess of reasonable requirements, and for the inconvenience of queuing in the morning and evening.

But they cannot be regarded as having expiated their folly by discomfort and expense. Britain cannot afford to continue the present wastage of capital equipment. If the staggering of business and school hours cannot be achieved voluntarily, there must be official pressure on industry and education authorities to make the most economic use of transport facilities.

Peak traffic of all kinds is responsible for choking towns, which, if the load were spread a little more evenly over the day, might be able to absorb an increasing number of vehicles with less rebuilding than will otherwise be needed. The cost to the nation of the drastic reconstruction of cities, largely to enable traffic to flow more freely during a few hours of the day, will far exceed that represented by hundreds of idle buses. Unless the community awaken quickly to the consequences of their folly, they may find themselves saddled with a burden of expenditure that removes indefinitely the hope of a reduction in taxation.

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## Everybody's Business

UNLESS the frequent strikes in the motor industry are maliciously inspired for political ends, morale generally must be low. Ultimately, management must accept responsibility for them, for it alone can create the atmosphere in which a healthy relationship with the workers can exist and thrive. It may well be that, apart from the formation of great units in modern industry, the cult of specialization has caused a narrowing of contacts between employees and management. There may well be a tendency to leave staff relations to the personnel manager, whereas the creation of harmony and understanding is a matter for the whole of management.

Mr. R. R. Hopkins, of Vauxhall Motors, Ltd., who have an enviable record of industrial peace, expressed his attitude in a paper read to the British Institute of Management last Friday. "This is no job for just a limited number of personnel specialists, or even senior managers endowed with a social conscience," he said. "The whole management team must understand, accept and act upon a validated and appropriate company-wide philosophy."

It was not enough to treat people as one wished to be treated oneself, or to regard morale as the outcome of applied common sense. "Every aspect of a company's policy, procedures, organization and system of communication must be socially sound, in that they encourage satisfaction and avoid provocation," he declared.

Happily, the complex problems of staff relations do not worry the average haulier, who is in constant contact with his men. But they are ever-pressing on big bus and haulage organizations, as well as on large manufacturers, and Mr. Hopkins' words merit careful attention.

## Bird's Eye View

### "Consent" a Waste of Time

MR. F. WILLIAMSON, chairman of the North Western Traffic Commissioners, is among those who deprecate the time-wasting "consent" procedure under the 1930 Act. Last week he granted consents to Ashton-under-Lyne, Oldham and Rochdale Corporations to run jointly a short service for school-children. Now he will have to hear applications for road service licences—an irritating duplication of effort.

### Lifetime's Work

SIXTEEN members of the staff of the new parcels depot of British Road Services at Liverpool, described in *The Commercial Motor* on March 25, share a total of 566 years' service to transport. Among those whom Maj.-Gen. G. N. Russell, of the British Transport Commission, met when he opened the depot last week, was 64-year-old Mr. A. Robinson, former Liverpool parcels branch manager, who has had 50 years' service and was formerly with Suttons. He will retire at the end of this year. Another ex-Sutton employee, due for retirement in a week or two, is 59-year-old Miss D. G. Kendall, who has given 45 years to the transport industry.

### Disappearing Wall

AT the inaugural luncheon at the Adelphi Hotel, Liverpool, 200 guests representing public life and industry in the city were surprised when the wall behind the top table silently disappeared into the ceiling. After this trick it dropped back into place before the next item on the programme—Mr. T. G.

B6

## Men Who Make Transport—28

WHAT could be more auspicious than to be born with a silver spoon in one's mouth? Ask Raymond William Birch. He will probably reply: "To come upon this changing scene with a bus pass in your hand!" Which is pretty much what happened to him. Certainly, his career seems to have been plainly indicated from the day his birth certificate was marked, "Occupation of father—omnibus proprietor." (He doubts, by the way, whether there is another like it.)

So Raymond—like his forefathers right back to the time, when great-grandfather Birch, seeing no bright future in grazing cows in Belgravia, decided to provide coaches and carriages for the gentry then settling in those parts—has been in transport, one way or another, all his life.

Now, after nearly 20 years with B.E.T., he is chairman of various associated B.E.T. companies such as Potteries Motor Traction, Yorkshire Traction, Yorkshire Woollen District Transport, Hebble and Timpsons, also Eddison Plant, Ltd., which owns a large fleet of road rollers, excavators, compressors and other works contractors' plant, and he is a director of a number of others besides. But if this good-humoured, very human representative of top management ever secretly feels he is getting out of touch with the rank and file—he is really in no danger of it—he can take comfort from his current public service vehicle driver's and conductor's licences and restore self-confidence by placing in that impeccable lapel (which is surely too good ever to be without a morning-fresh carnation) the round badge of the bus-crew member.

The more one sees of top industrialists the more obvious it becomes that none got to the top without a pronounced streak of combativeness. Urbane, serene, cynical, detached, knowledgeable in a down-to-earth sort of way—all that no doubt they must be. But if they are not tough they are nowhere. This is not at all the same thing as saying they are all rough-riding trippers-up in dark corridors. It means that they know how to fight mightily.

Gibb, chairman and general manager of B.R.S., who told the guests that the depot was the largest of its kind in Britain. B.R.S. were carrying about 100m. consignments a year.

Mr. W. E. Macve, North Western divisional manager, paid a graceful tribute to the work of his secretary, Miss Anne Millington, whose experienced hand could be detected in the organization of the occasion.

### The Ever, Ever

"I WAS wrong" is not the public admission one expects from a banker. Yet Sir Arthur Morse, chairman of Bowmaker, Ltd., used those words when opening the new headquarters of their associated company, Yeoman Credit, Ltd., at Kew Bridge, Brentford, last week.

He was referring to the great upswing in credit finance since 1958, when traditional banking added its support and respectability to the "never, never." At the time, Sir Arthur doubted whether the rate of expansion could be maintained. But it had, and Yeoman Credit was an example. In 1954 they had one office. Now they have 23 branches.

In addition to finance, Sir Arthur has a consumer contact with transport. He is also chairman of the British Travel and Holidays Association.

### Q.E.D.

WHEN Perkins News does not win the Block and Anderson Challenge Cup for the best house journal of the year, that will be Perkins news.

## Raymond William Birch

"Looking a lot of miles in the fields of experience"

## By The

## Eye for B

MR. RAYMOND BIRCH can see both sides of the coin. I can tell you that Potteries Motor Traction, of which he is chairman, and water colour painting are a normal eye for an eye. However, Mr. Birch is an individual. So he has now laid down the easier click of a button, "why go yourself?"

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## The Wrong

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Mr. R. W. Birch, of a line of famous busmen.

"Looking back," says Mr. Birch, "I seem to have spent a lot of my time being something of a nuisance in several fields of activity, but I suppose that is no uncommon experience for anyone brought up in the hard school of a

competitive industry." That appetite for creating a stir is undoubtedly one reason why he has been invited to take a leading part in so many of the transport industry's institutions, associations and committees. He speaks up in no uncertain tones not only for British Electric Traction but for the whole structure of private enterprise as well.

Here, for the assistance of researchers into top management, is a guide to Raymond William Birch outside office hours. In 1942 he was the first national director of the British Omnibus Companies' Public Relations Committee and is now its chairman. All free-enterprise road passenger transport has reason to be grateful for the aggressive, imaginative campaigns waged by this committee. He is also vice-chairman of the Road Operators' Safety Council and at one time or another has been chairman of the Public Transport Association, a vice-president of the Institute of Transport and president of the Omnibus Society. He is a member of the Committee on Road Safety (Ministry of Transport) and between 1946 and 1952 was a member of the Road Research Board of the Department of Scientific and Industrial Research.

## Enthusiast for Education

But that is by no means all. He confesses to a long interest in education. With a twinkling eye he will embark on his educational history. "I am a firm believer in a technical education," he says. "After all, I began well. I was at University College, London, where I achieved the distinction of B.Sc.(Eng.) failed. However, I compensated by qualifying, by examination and workshops and manufacturing experience, for membership of the Institution of Mechanical Engineers, and I still think that an engineering background is a good way into the bus industry."

However that may be, he is today chairman of the governors of the North-Western Polytechnic (he has been a governor since 1951) and of the National Committee on Road Transport Education, a position he has held since 1946. This latter interest is an illuminating sidelight on Mr. Birch's attitude to the industry. He believes in seeing as much of his working staff as possible. So when awards for long-service, safe-driving or educational success are made, he is there as often as possible. It is an attitude of mind that goes a long way to preserve humanity in a business which, by virtue of its vastness, must always be on its guard against loss of the personal touch.

So it comes about that he is profoundly interested in education within the industry. That is why he takes his chairmanship of the N.C.R.T.E. very seriously indeed. This is the body, it will be recalled, which helps the Royal Society of Arts to settle syllabuses of study courses for examinations in road transport.

In the City, Mr. Birch is a respected figure. He has been a Liveryman and Freeman since 1942; and nobody who knows him was surprised when he was recently elected Senior Warden of the Worshipful Company of Carmen.

H.C.

## By The Hawk

### Eye for Beauty

MR. RAYMOND BIRCH must be one of the few people who can see beauty in the view from Hartshill over the Potteries. I can think of two probable reasons for this: first, Potteries Motor Traction is one of the important companies of which he is chairman; second, he is an amateur in pastel and water colours, and one certainly needs to have more than a normal eye for colour to delight in the Potteries atmosphere.

However, Mr. Birch professes to be a temperamentally lazy individual. So colour films have proved too big a temptation. He has now largely given up the laborious pursuit of art for the easier clicking of a camera. "If it's all in the box," he says, "why go to all the trouble of putting it on paper for yourself?"

Do you think he is pulling my leg?

### The Wrong Highwayman

THE Warwickshire Constabulary bit off more than they could chew when, after a five-mile chase, they stopped a representative of *The Commercial Motor*, who was driving a Bluebird Highwayman motor caravan in a restricted area at 45 m.p.h., and accused him of exceeding the 30 m.p.h. speed limit. He not only quoted the law on the construction and use of vehicles, but cited court cases in which the police had lost prosecutions for speeding brought against drivers of similar caravans. They then changed their tune. It was the first time they had apprehended a Highwayman.

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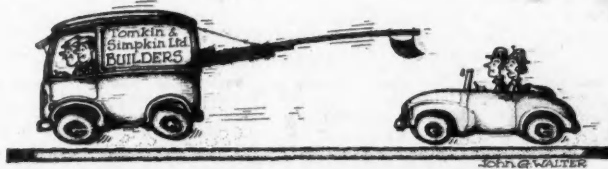
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"If they must fly a flag, at least they could use a shorter pole."



# Budget Spells the End of Rural Bus Services

BY A SPECIAL CORRESPONDENT

**T**HE Budget has removed the last hope of saving unremunerative rural bus services. The municipal operators have already agreed to a substantial increase in wages, a reduction in the working week and other benefits. Negotiations on a similar claim by the unions on the provincial companies will begin on Monday. Some concession will, no doubt, be given.

Only a large cut in fuel tax could have offset higher expenditure on wages and prevent a new round of applications for increased fares and further pruning of unremunerative services. The Jack Committee, who are investigating rural bus services, are wasting their time.

In this context, the forecast by Mr. Heathcoat Amory, Chancellor of the Exchequer, of higher expenditure on the British Transport Commission has a particularly bitter flavour. In his Budget speech on Monday he said there was to be an important change in the method of financing the Commission. It had become apparent that the prospects of the railways, and of the Commission, no longer justified the continued financing of their deficit by the repayment of advances.

The Commission's future structure would be decided by the Government, but legislation to give effect to it could not be brought in until the next session of Parliament. In anticipation, the Chancellor was transferring £90m. from above the line to below it, and the amount of deficit would have to be made up by revenue. The Minister of Transport would have to deal with this matter.

This was an admission that the railways are to receive a straight subsidy from the Exchequer.

Members of Parliament generally were disappointed that there was no change in the fuel tax. They thought the Chancellor had missed an opportunity to help to solve the country's transport problems. Instead, they commented, he appeared to be content to overcome them by allowing public transport to disappear, because operators could not afford to carry on.

Members now pin their hopes to action

## All-round Disappointment Expressed

**D**ISAPPOINTMENT was expressed by operators' associations after the Chancellor of the Exchequer made no concessions to the road transport industry in his Budget statement on Monday. Reactions were as follows:—

**Road Haulage Association:** "There is deep disappointment by all our members that the Chancellor has made no reduction or concession to our industry. Even a small reduction in vehicle taxation, which will bring in £600m. this year, would have helped to reduce the cost of transport, with subsequent benefits to the community as a whole."

**Municipal Passenger Transport Association:** "It is a strong disappointment."

**Traders' Road Transport Association:** "We are sorry that the Chancellor has not seen fit to ease the burden of road taxation. . . . Almost all goods involve the use of road transport. The Chancellor has urged the need to bring down prices, and nothing

next year, after the Jack Committee have submitted their report in the autumn. They believe that fuel tax will occupy a prominent position in the report.

The only changes in the Budget directly affecting road transport are technical. One will require the addition of chemical markers to duty-free heavy oils to facilitate their control. The other will amend the statutory definition of a hackney carriage, so that the amount of Excise duty payable will no longer depend on the period of hiring.

When the Budget was debated in the House of Commons on Tuesday, Mr. Harold Wilson suggested that if oil burned for space heating were taxed at 1½d. a gallon it would be possible to abolish the duty on derv.

Mr. Eric Johnson (Cons., Blackley) regretted the absence of any concession to road users. Fuel tax, he said, would yield about £327m. this year. A reduction in the duty, passed on to consumers in the form of lower prices, would bring down the cost of many goods.

He particularly mentioned the Manchester bus undertaking which earned £6m. and paid £575,000 fuel tax a year, and protested against the discrimination against road users represented by the fact that only they paid a duty on diesel fuel.

Mr. Johnson considered that a 200 per cent. tax on luxuries could not be said to be fair—but this applied to diesel oil, which is "certainly no luxury."

would be more conducive to an all-round cheapening of costs than to lighten some of the transport charges of trade and industry."

**British Road Federation:** "As the Chancellor has not seen fit to reduce the burden of taxation on road users, the Federation calculate that these taxes will this year for the first time pass the £600m. mark. This is a monstrous burden, especially when it is remembered that in no other country in Europe, indeed in the world, is there so poor a relationship between the taxes paid by the road user and Government expenditure on the roads themselves."

**Society of Motor Manufacturers and Traders:** The S.M.M.T. had no comment about the unchanged fuel tax, but regretted the continued purchase tax on cars.

**British Omnibus Companies' Public Relations Committee:** "We are bitterly disappointed that the Chancellor did not give us any relief from fuel tax."

## Ribble to Work from Two-deck Station

**E**XPRESS, excursion and tour services operated by Ribble Motor Services, Ltd., from Liverpool, will be run from a new "double-decker" coach and bus station at Bolton Street from next Monday.

The new station, on a site of 3,500 sq. yd., bounded by Bolton Street, Skelthorne Street and Hilbre Street, is on two levels. The coaches will use the upper floor, and buses will operate from ground level when the station is completed shortly. The twin stations will accommodate 28 buses and 26 coaches and will afford complete weather protection for passengers and vehicles.

Centrally located, the new premises are expected to be welcomed particularly by passengers transferring from long-distance to local services. The station offers a travel information centre and booking office for all Ribble services, including private hire. On completion, there will be full catering facilities in a cafeteria and a fully automatic refreshment room.

Until further notice, excursion passengers may continue to join coaches at 30 Islington, Liverpool. It is expected that the dual bus and coach station will be fully operational about the end of May.

## RATES AGREED BY ARTCO MEMBERS

**R**ATES for collection and delivery within 50 miles of depot have been agreed by members of Associated Road Transport Contractors, Ltd. A questionnaire has been circulated to members with the object of compiling depot-to-depot rates. When these are agreed, every Artco member will be able to quote charges for large or small consignments to any destination.

Universal conditions of carriage and insurance are also being studied by Artco. When these are achieved, the next step will be to arrange uniform cover for goods in transit. Artco hope that preferential rates will be obtained by pooling resources.

Suitable premises for a central depot in London have not yet been found, although a number of places has been visited. Persons who know of a large site in central London are asked to contact Mr. H. A. Titman, 34 Tower Hill, London, E.C.3.

## TRAFFIC LAW UP TO DATE

**R**OAD traffic legislation since 1924 is consolidated and brought up to date by the Road Traffic Act, 1960, which comes into force on September 1. It repeals wholly or partly 47 Acts passed since the London Traffic Act, 1924. It consists of 271 sections and 20 schedules, and is obtainable from the Stationery Office at 10s. 6d.

Part III, containing 47 sections, deals with public service vehicles. Part IV, in which there are 37 sections, is concerned with goods vehicles, and Part V with the licensing of drivers of heavy goods vehicles.

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*This is the second production model of the Midland "Red" D9 double-decker, No. 4850, seen on the newly opened section of the Birmingham inner ring road. It was under test by "The Commercial Motor" (see pages 290-293). The road section is 400 yd. long, has three traffic lanes and a 6-ft. parking strip in each carriageway. So far the cost of its construction has been about £3,000 per yd.*

## Tribunal Order Vehicle Suspension

A FIRM who appealed to the Transport Tribunal in Edinburgh on Tuesday, suffered the suspension of one of their vehicles for three months.

Messrs. Alexander Hayton, Dumfries, appealed against a decision of the Scottish Licensing Authority. The respondents were the British Transport Commission and Road Services (Caledonian), Ltd.

Sir Hubert Hull, president, said that on April 16, 1959, Mr. Alexander Hayton, now deceased, applied for an A licence in respect of three vehicles with containers, stating that the facilities he proposed to provide were general haulage, including the carriage of livestock, within 40 miles of Dumfries, and potatoes to the north-west and Midlands of England.

view differed from that of the Authority. "We think that, excluding entirely the past irregularities of the applicants, there was a case which justified the grant of a vehicle upon return of the application," he stated.

Announcing that the firm's third vehicle should be suspended for three months, Sir Hubert said that, subject to that suspension, the licence should be granted as sought.

For three months, the other two vehicles on the A licence could be used for potato traffic into Shropshire and Cheshire, but after that period all three vehicles would be free to operate as described in the application.

### GRAVE CONCERN OVER VEHICLE MAINTENANCE

THE question of vehicle maintenance was of grave concern, and many small operators, particularly those outside the Road Haulage Association, had no maintenance system whatever, declared Mr. C. R. Hodgson, East Midland Licensing Authority, at Nottingham on Tuesday.

He was speaking at the annual luncheon of the East Midland Area of the R.H.A. The problem might be eased now that a vehicle maintenance advisory committee had been formed, he said. A scheme had already been devised, and consultations were to take place with the Motor Agents' Association.

Mr. R. N. Ingram, R.H.A. national chairman, described haulage as a personal service. A haulier had to avoid idle vehicle time and keep his fleet fully operational. The most swift and efficient vehicle in the world could never be really economic if too great a proportion of its time was spent in empty running, he added.

PROFIT AND LOSS	
West Riding Automobile Co., Ltd., £98,571 net revenue after £166,000 depreciation and £100,362 tax. Year's dividends 10 per cent.	
Projectile and Engineering Co., Ltd., £137,994 net balance after £127,336 tax. Year's dividends 15 per cent.	
Engineering Components, Ltd., £335,471 group net profit after £348,776 tax. Year's dividends 20 per cent.	

The Authority had been willing to grant the application if the firm had been prepared to have the districts they would serve restricted by the deletion of "potatoes to the north-west and Midlands of England" from their normal user.

This was because the Authority held that the applicants had departed from their previous declarations of normal user, and because there was insufficient evidence of need for the carriage of goods beyond 40 miles. In addition, the railways had discharged their onus as objectors.

Sir Hubert said that the Tribunal's

## Revoked Licence Given Back to Haulier

IN a reserved decision issued on Wednesday the Transport Tribunal allowed an appeal by Mr. Charles Hewitt, of Annan, Dumfriesshire, against the revocation of a special A licence by the Northern Licensing Authority. The licence was revoked on November 6, 1958, mainly because of a false statement about the unladen weight of the vehicle.

The appeal was linked with that of Mr. John Scott (see page 298). Both raised questions involving the reputation of K. and B. Motors, Ltd., Newcastle upon Tyne.

The company supplied Northumberland County Council with a weight certificate purporting to show that they had had the vehicle weighed on a weighbridge at the Workshops for the Adult Blind, Newcastle, and that its weight was 2 tons 9 cwt. 3 qtr. 14 lb. Mr. Hewitt produced a driving record showing that the vehicle had not been in Newcastle on the day in question. The case was returned to the Licensing Authority for further inquiry.

In their final judgment, the Tribunal say that the weight certificate was a "fake." The weight of the vehicle was not less than about 3 tons 1 qtr., but Mr. Hewitt had no intention of misleading the Licensing Authority. The certificate had been procured by fraud on the part of a servant of the company.

By signing a blank application form and leaving K. and B. Motors to complete it, Mr. Hewitt authorized the company to act as his agents and must accept responsibility for the false statement which the company, for their own purpose, made in his name. The Tribunal think he has "purged" his offence by the expense and anxiety in which he has been involved. No regard should be had to his "offence" in any future application.

Mr. Hewitt's licence, which will expire on June 30, will be restored to him. "We must not be understood as thinking that, on the evidence before him, the Licensing Authority was wrong," the Tribunal add. "The matters we have had to consider have turned out to be entirely different from those which he had to consider."

### DISPUTE SETTLED

THE dispute over the purchase of Direct Roadways, Ltd. (*The Commercial Motor*, March 25), has been settled, Mr. Justice Cross was told in the Chancery Division on Tuesday. On March 18, Mr. Edward Henry Smith and his father, Mr. Edward Henry David Smith, of High Trees, Parkland, Fareham, Hants, gave undertakings not to dispose of the issued share capital of the company.

Mr. John Augustus Hill, Bottings, Curdridge, Botley, Hants, had earlier obtained an *ex-parte* injunction restraining them from disposing of the company. Mr. A. C. Sparrow, for Mr. Hill, asked that no order be made.

Mr. Edward Seeley, for Messrs. Smith, said the agreement concerning the sale which was in dispute had now been performed.

## Letter to Authority Creates Stir

A LETTER addressed to Mr. S. W. Nelson, Western Licensing Authority, which made observations against an applicant but did not originate from an objector created consternation when it was produced at Bristol last week.

During his cross-examination, Mr. T. Amblin, for eight independent objectors, started to read the letter from the Tone Vale Transport Co., but he was interrupted by the Authority.

He deprecated Tone Vale's letter being read in court and said that if the company wanted to make observations they should have lodged a proper objection.

Mr. L. W. Gready, Manor Close, East Brent, Highbridge, had applied to add a 4½-tonner to his A licence, and produced figures to show that his present vehicle earned £3,049 during 1959.

Objection also came from the British Transport Commission, but this was withdrawn when Mr. Gready agreed to amend the normal user to "general goods, mainly building materials and requisites, agricultural produce and requisites, to exclude Avonmouth and Bristol, and not to carry meat, 250 miles."

The application was granted on the amended normal user.

### LINK PROHIBITIONS OPPOSED

MORE proposals to prohibit the linking of destinations and catchment areas on licences based in the Oldham district were made by the North Western Traffic Commissioners at Manchester last week. Mrs. Agnes Threlfall, 36a Medlock Road, Woodhouses, Failsforth, who opposed the conditions and asked to be allowed to link two licences based at Woodhouses and Oldham, said that she had linked the picking-up points and destinations for three years.

Figures gave details of joint operation, and Mrs. Threlfall said that this was her way of building up the business. She had been under the impression that it was in order to link.

Mr. Edward Jones, for British Railways, who objected, said figures should show individual operation. In certain cases where there had only been enough passengers to fill one coach, two vehicles had been sent to the same destination.

An unopposed application was also made by Rigbys, Ltd., Patricroft, who sought to link the catchment areas of two of their licences based at Liverpool Road, Eccles, and Chorley Road, Swinton.

Mr. F. Williamson, chairman, reserved decision on both cases.

### TROLLEYBUSES CHAMPIONED

A PROPOSAL to scrap Hull's trolleybuses should be rejected, the local ratepayers' league have told the city council. The league have pointed out the claimed advantages of electric vehicles, and stated that in the past 10 years the trolleybuses have made a profit of £237,212, whereas the net surplus from motorbuses was £18,555.

B10

## Men in the News

MR. FRANK B. FORD has joined the board of Plaxtons (Scarborough), Ltd., as sales director.

MR. B. L. SMITH has been appointed contracts manager of the Midland Motor Co. (Nottingham), Ltd., Aspley.

MR. TONY HOLE, who has been with Anthony Hoists, Ltd., for many years, has joined the board of the Autolifts and Engineering Co., Ltd.

MR. W. T. PACK has been appointed home sales manager of Duron Brake Linings, Ltd. Mr. M. A. HEALEY has become technical manager.

MR. F. G. LOWDEN, central purchasing manager of the Ford Motor Co., Ltd., retired last week after 30 years' service and was succeeded by Mr. L. CROSSLAND.

MR. C. E. JORDAN, transport consultant to the Tube Investments Group, has retired. He is chairman of the transport committee of the Birmingham Chamber of Commerce.

MR. R. R. NEWITT has resigned as managing director of Wadham (Holdings), Ltd., but will continue as chairman. Mr. J. B. BARRETT has been appointed managing director and deputy chairman.

MR. S. A. PONTON has been reappointed chairman of the Bournemouth, Poole and District Area of the Traders' Road Transport Association. Mr. P. W. APPELBY has been appointed chairman of the Southampton and District Area.

MAJ. H. G. CRAWFORD has resigned as deputy general manager of Belfast Corporation Transport Department, because of ill-health. Mr. R. W. ADAMS, chief engineer of the department, will succeed him subject to the approval of the city council.

MR. JOHN O. SEWELL has been appointed general manager of the materials handling division of the Yale and Towne Manufacturing Co., Ltd. He succeeds the late Mr. H. GILBERT in this post, and as managing director of E. Tonks and Sons, Ltd.

MR. HARRY WILSHAW, chief consulting engineer of the Dunlop Rubber Co., Ltd., and general manager of the Dunlop Advisory Service, has retired after 47 years. He will continue as a director of the D.A.S. Mr. M. BARTLE becomes director and general manager of the D.A.S.

### OBITUARY

WE regret to record the deaths of LT.-COL. ROBERT NEILSON and MR. JOHN G. BERRY.

LT.-COL. Neilson was managing director of the Sutherland Transport and Trading Co., Ltd., Lairg, Sutherland. He was 54.

Mr. Berry, who was 49, was manager of the Cliftonville branch of Martin Walter, Ltd. He was previously sales manager of Vernons Garages, Llandudno, and sales promotion manager of Appleton and Crunsdale, Ltd., Scarborough.

## Wigan Rally To Be National Next Year?

THERE were 37 entries for the first North Western coach rally organized last Sunday at Wigan by the Wigan and District Excursion and Tour Operators' Association. The main trophies were won by Mills and Seddon, Ltd., and E. and T. Eaves. It is hoped to run the event on a national basis in 1961.

Other results:—

**Coueurs d'Elegance:** 1—E. J. Bostock and Sons, Spragg Street Garage, Congleton, 1960 Bedford, Plaxton bodywork. 2—E. and T. Eaves, Wigan Road, Ashton-in-Makerfield, 1960 Thames. 3—T. Unsworth and Sons (Wigan), Ltd., Goosegreen, Wigan, 1959 Bedford with Duple bodywork.

### DRIVING TESTS:

**Overall length 26 ft. and under:** 1—G. W. Hilton (D. J. Jackson (Chorley), Ltd.). 2—R. Tyrer (W. Sim and Sons, Ltd.).

**Over 26 ft. with petrol engine:** 1—W. L. Hughes (Wall's Motor Tours, Ltd.). 2—W. Bennett (Mills and Seddon, Ltd.).

**Over 26 ft., vertical oil engine:** 1—W. B. Bostock (E. J. Bostock and Sons, Ltd.). 2—J. F. Sherman, Radcliffe (driving his own vehicle).

**Underfloor oil engine:** 1—B. Benbow (Smith Tours, Ltd.). 2—G. Berry (J. H. Glover, Orrell).

**Overall winner:** E. J. Bostock and Sons. **Runner-up:** E. and T. Eaves, Ashton-in-Makerfield.

**Yeates Trophy** (highest average marks with a Yeates body): Mills and Seddon, Ltd.

**Seagull Trophy** (highest average marks with a Burlingham body): E. and T. Eaves, Ashton-in-Makerfield.

### NEWCOMER GETS B LICENCE

A NEWCOMER to haulage, Alexander McCracken, Falkirk, was granted a B licence for a vehicle of 8½ tons by Mr. W. F. Quin, Scottish Licensing Authority, in Glasgow last week. The applicant proposed to use a Leyland six-wheeled tipper to carry open-cast coal, fireclay and blaes within 35 miles of Standburn.

Mr. Tom Aitken, transport manager of the Caledon Coal Co., said they were working a new area, producing blaes, fireclay, coal and coke, and shipping to Musselburgh, Edinburgh and Glasgow. The traffic had been growing steadily over the past 18 months, and insufficient heavy tipping vehicles could be found to meet the company's requirements.

The grant of a licence would not mean loss of traffic to any other operator, as the work was new. Mr. Quin suggested a contract-A licence, but the witness indicated that the proposed B licence would allow the applicant to return with coal from the Musselburgh area.

The licence was granted for the goods specified, but with Caledon Coal Co. nominated as the main customers.

### R.H.A. ELECTIONS

RESULTS of elections in four sub-areas of the Road Haulage Association are as follows:—

**Colwyn:** Mr. G. T. Roberts (Chaplin's Removal Services), chairman; Mr. W. Cooper (William Cooper and Sons, Ltd.), vice-chairman; Mr. H. Roberts, secretary.

**Caernarvonshire and Anglesey:** Mr. L. Williams (Grey Motors, Ltd.), chairman; Mr. H. D. Griffith, vice-chairman; Mr. H. Roberts, secretary.

**Wrexham:** Mr. E. O. Bishop, chairman; Mr. A. Edwards, Mr. T. V. R. Roberts (Hugh Dodd, Ltd.), vice-chairman; Mr. H. Roberts, secretary.

**Montgomeryshire:** Mr. T. J. Lewis, chairman; Mr. B. Corfield (Corfield Transport, Ltd.), vice-chairman; Mr. E. Williams, honorary secretary.

## Old I

AN application by Mr. S. W. Nelson, Western Licensing Authority, at which when he charged the old disc. "You had attended to was commented on.

The application by Canards Grav as a sand, ba was applying of 4 tons 7 cwt within 120 mi within 25 mi.

The British six independent the B.T.C. was modified his ing stuffs, Avonmouth.

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### GREY

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### WELDING

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### SOUTHERN

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Mr. L. Williams Mr. H. D. Griffith, secretary.

chairman; Mr. A. Hugh Dodd, Ltd.), secretary.

Lewis, chairman; Sport, Ltd.), vice- ratory secretary.

## Old Disc on New Vehicle

**A**N applicant for a new B licence told Mr. S. W. Nelson, Western Licensing Authority, at Bristol on Monday, that when he changed his old C-licensed vehicle for a new one, in January, he put the old disc on the new vehicle.

"You had better get the matter attended to before you leave the court," commented Mr. Nelson.

The applicant, Mr. L. J. Gillard, Canards Grave, Shepton Mallet, described as a sand, ballast and builders' merchant, was applying for a licence for a vehicle of 4 tons 7 cwt. to carry quarry materials within 120 miles and animal feeding stuffs within 25 miles.

The British Transport Commission and six independent hauliers objected, but the B.T.C. withdrew when Mr. Gillard modified his application, regarding feeding stuffs, to exclude Bristol and Avonmouth.

Granting the application Mr. Nelson restricted the conditions to quarried materials within 25 miles, sand from Moreton, Dorset, 40 miles, and feeding stuffs 25 miles.

Support was given by local builders and farmers, and Mr. Nelson observed that the Transport Tribunal, in the Glover case, had recommended that special consideration be given to small operators.

## GREATER MOVEMENT

**I**T is understood that the suspension of modifications made on the Austin Gipsy Mark II, and mentioned in the Geneva Show report published in *The Commercial Motor* dated March 18, have had the effect of increasing the front- and rear-wheel movements.

The range of movement has been increased by 3 in., compared with the Mark I models, and this is stated to improve road-holding characteristics, although it now gives a change in front-wheel castor angle of 40° between the full-bump and rebound conditions.

## WELDING COURSES OFFERED

**A** PROSPECTUS giving details of courses offered between April and October has been issued by the School of Welding Technology, 54 Princes Gate, London, S.W.7. Some of the titles of courses are "Ultrasonic inspection," "Welded pressure vessels" and "Residual stresses and stress relief."

The Institute of Welding will hold their spring meeting at Droitwich from May 9-11. A whole session will be devoted to metal spraying.

## SOUTHERN R.H.A. ELECTIONS

**T**HE Portsmouth Sub-area of the Southern Area of the Road Haulage Association have elected Mr. H. Hughes (H. T. Hughes and Sons, Ltd.) as chairman. Mr. R. C. Burnett (Messrs. A. Burnett and Sons) is vice-chairman. Mr. M. S. Croucher (Vectis Roadways, Ltd.) and Mr. J. Gubbins (Gubbins and Ball, Ltd.) have been elected chairman and vice-chairman respectively of the Isle of Wight Sub-area.

## Fewer Hours, More Pay for Vehicle Builders

**T**HE working week will be reduced from 44 hours to 42 hours, and hourly rates of pay increased for members of the National Union of Vehicle Builders from the first pay period commencing on or after May 1.

Working weeks of both five days and 5½ days will be retained, with the 42 hours allocated accordingly. The new arrangements will also apply to night-workers.

Pay increases will be: bodymakers and men on final erection, 2½d. per hour; vicemen, hammermen, unit assembly, detail and fabrication workers, 2½d. per hour; and labourers, 2½d. per hour.

As a temporary arrangement, to enable delivery dates on present contracts to be met, the union will recommend that additional hours may be worked.

## CALL FOR CO-ORDINATION

**A** RESOLUTION calling upon the Government to co-ordinate the transport system was passed by the Labour Women's Conference at Southsea on Tuesday. It was suggested that all heavy loads and other "suitable" traffic should be directed to the railways and waterways.

Miss Mary Sutherland, chief woman officer of the Labour Party, said that a joint committee of the Party and the Trades Union Congress were studying the problem of transport integration.

## SIR GILMOUR'S PAPER

**A** PAPER, "The State and Transport Economics," is to be given to the London congress of the Institute of Transport on April 27 by Sir Gilmour Jenkins, lately Permanent Secretary of the Ministry of Transport and a past-president of the Institute. The congress will be opened that day by Mr. Ernest Marples, Minister of Transport.

## BIG CLAIMS ON FORD?

**A** HEAVY claim for increased pay and improved conditions is reported to be proposed by shop stewards of the Ford Motor Co., Ltd. Proposals are said to include a reduction from 41½ to 40 hours in the working week (37½ hours for night workers), three weeks' holiday, equal pay for women and a larger holiday bonus.

## VAUXHALL SALES UP

**S**ALES by Vauxhall Motors, Ltd., rose last year by 37 per cent. to more than £130m., it was announced on Wednesday. Production increased by 41 per cent., but was impeded by a serious shortage of steel. Vehicle exports accounted for 55 per cent. of total sales and rose by 30 per cent.

The net profit after tax was £6.43m. A dividend of 25 per cent. is being paid.

## OFFER FOR HARRINGTON

**I**T was announced on Wednesday that Robins and Day had offered to acquire all the £60,000 ordinary capital of Thomas Harrington, Ltd., on April 1. The offer has been accepted by holders of more than 93 per cent. of the shares and has become unconditional.

## Machine Fell From Lorry on By-pass

**H**OW a piece of machinery weighing 5 cwt. fell from the back of a lorry travelling on the Colchester by-pass was described to Colchester magistrates, on Tuesday, when the driver and owners of the vehicle pleaded guilty to offences under the Construction and Use Regulations, 1955.

The driver, George Frederick Eames, Warren Crescent, Shirley, Southampton, was fined a total of £10, and the owners, the Beaufort Shipping Co., Ltd., 18-19 Whitefriars Street, London, E.C.4, paid a total of £20.

The charges included carrying an insecure load, and using a lorry with two tyres, the rear body support, platform floorboards and rear near-side spring in a dangerous condition.

"It was the first time I had taken this vehicle out," said Eames. "If I had refused to drive it I would have been sacked," he added.

For the company, it was stated that it was the vehicle's last journey before going into the garage for a complete body rebuild. They did not maintain their own vehicles. This work was left to a garage.

## HEAVIEST AIR LOAD TO U.S.A.?

**A** CONSIGNMENT of 370 Astral refrigerators, weighing 14½ tons, sent to the U.S.A. by Morphy-Richards, Ltd., was believed to be one of the heaviest loads ever to have been flown across the Atlantic. The refrigerators were taken from the company's factory in Dundee to Prestwick airport in an Albion-Taskers articulated boxvan to be loaded on a K.L.M. Super Constellation.

Road vehicles met the aircraft at Idlewild airport, New York, and the goods were delivered to the consignees within 48 hours of leaving Dundee.

## NEW GOODYEAR DIVISION

**A** NEW remould operations division has been formed by the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. It will have full control of all remould activities within the company, including production, distribution and marketing.

The division will be managed by Mr. M. J. Colson, who has previously been in charge of remould plants and sales. Mr. P. C. Worsley will remain in charge of production.

## DATE MAY BE ALTERED

**T**HE Government may change the date for the end of March from March 24 to March 31, for the purpose of paying refunds on surrendered vehicle Excise licences. This was stated on Tuesday by Mr. A. D. Kirby at a meeting of the London County Council. He said that other changes in the licensing system were envisaged.

## SPECIALLOID EXPAND

**T**HE Airedale works of R. H. Mackenzie, Leeds, have been taken over by Specialloid, Ltd., as part of an expansion programme.



## Standard Penalties for Obstruction

BY OUR POLITICAL CORRESPONDENT

STANDARD penalties for obstruction, introduction of the ticket system of fines, and the Parisian system of disc parking, together with provisions for more speedy installation of parking meters, are features of the Road Traffic and Roads Improvement Bill which is to have a Second Reading on Monday. Most of the new provisions will come into effect on September 1.

The standard penalties will apply, with other offences, to obstructing the highway by waiting with or parking a vehicle, or by loading or unloading a vehicle. A policeman, or a traffic warden in some cases, will be able to fix to the vehicle, or hand to the driver, a written notice offering him the option of paying a fixed penalty of £2 or half the maximum fine for a first offence, whichever is less.

This section of the Bill, however, will apply only in such areas as the Home Secretary names by Order.

The Bill, to speed up installation of parking meters, provides for the suspension for five years of the obligation upon the Minister of Transport to consult the London and Home Counties Traffic Advisory Committee before designating parking places.

Where the Minister thinks that parking places should be designated in the London area, and no application is forthcoming from the local authority, he will be able to designate them himself. The clause which states that parking discs or similar devices should be displayed also applies only to the London area.

Where the Minister makes regulations altering a bus route or stop, and the Traffic Commissioners amend the licence accordingly, objectors will no longer be able to appeal to the Minister. Temporary off-street parking places may be provided in London on certain occasions.

The powers in the Bill on parking discs are permissive. The Minister will not press local authorities to introduce the system, but they will be able to experiment if they wish.

Commenting on the publication of the Bill, Mr. H. R. Featherstone, national secretary of the Traders' Road Transport Association, said: "Our immediate reaction is to welcome the proposal for speeding up the installation of parking meters. We are in favour of this method of controlling the turn-over of kerb space, provided provision is made to enable goods vehicles to load or unload."

### HIGH JANUARY REGISTRATIONS

REGISTRATIONS of new commercial vehicles in January, at 26,950, represented a good start for the year, the figure being the highest monthly total for more than two years. Details are given in the accompanying table.

NEW REGISTRATIONS—JANUARY, 1960

Type	Petrol	Oil	Electric	January
Hackneys .. .. .	74	407	—	481
<b>Goods:</b>				
Agricultural .. .. .	381	168	1	550
Showmen's .. .. .	—	—	—	—
Local authorities (watering and cleansing) .. .. .	5	14	—	19
Tower wagons .. .. .	6	—	—	6
Other goods .. .. .	13,987	5,927	164	20,078
<b>Total goods .. .. .</b>	<b>14,379</b>	<b>6,109</b>	<b>165</b>	<b>20,653</b>
<b>Exempt vehicles:</b>				
Tractors .. .. .	626	222	47	895
Agricultural engines (£2 class) .. .. .	3	39	—	42
	109	4,759	11	4,879
<b>Grand totals .. .. .</b>	<b>15,191</b>	<b>11,536</b>	<b>223</b>	<b>26,950</b>

## Municipal Opportunities

Hilkey Borough Council require an Austin 5-cwt. van.

Maidstone Corporation wish to buy a new light van.

Torquay Waterworks Committee seek tenders for the supply of a Bedford tipper.

Peterborough Highways Committee approved the tender of G. K. Hunter, Ltd., for two Morris vans.

Bedwellty Urban District Council are to purchase two Karrier Gamecock refuse collectors and a Commer Cob from Messrs. T. and C. Button.

Manchester Highways Committee wish to buy two Karrier Gamecock chassis from Rootes, Ltd. The corporation are advised to obtain 21 S.D. and 10 Karrier Bantam refuse collectors. Two Thames 4-tonners are required.

Glasgow Cleansing Committee are to accept the following tenders: Nine refuse collectors from Melvin Motors, Ltd. (£12,078); three refuse collectors from Leyland Motors, Ltd. (£10,238 11s.); four refuse collectors from Albion Motors, Ltd. (£11,100); two gully emptiers from Central Motors (Calderbank), Ltd. (£5,910); one street sweeper collector from Walkers Motors and Engineering Co., Ltd. (£2,404); one tipper from Carlaw (Cars), Ltd. (£1,325 11s.); one 10-cwt. van from John Mitchell of Greenock, Ltd. (£478 4s.); three saloon cars from A. and D. Fraser, Ltd. (£1,844 4s. 6d.); three pedestrian controlled trucks from Municipal Supplies, Ltd. (£1,467 10s.); one articulated trailer from Central Motors (Calderbank), Ltd. (£468); three Atkinson gritting machines from Macneill Tractor and Equipment Co., Ltd. (£1,200 14s. 3d.); two snow ploughs from Wm. Bunce and Sons (£194).

B12

Dudley Health Committee are to buy a refuse collector.

Bournemouth Town Council wish to buy a refuse collector.

Farnham Urban District Council require an A35 5-cwt. van.

Bingham Rural District Council require a Karrier refuse collector.

Irlingham Urban District Council require a Bedford sweeper-collector.

Dundee City Council wish to buy one Commer Cob van and one Austin A35 van.

Bexhill-on-Sea Corporation are to purchase a refuse collector at a cost of £2,925.

Truro Rural District Council require a compressor on a Karrier Gamecock chassis.

London County Council are to buy three coaches for £8,700 and two Utilibuses for £1,500.

Enfield Corporation are to buy two Bedford 3-ton tippers and three Thames 15-cwt. vans.

St. Ives Corporation have accepted the tender of £1,117 from Harvey, Robinson and Taylor, of Penzance, for a Bedford 3-tonner.

Brentwood Urban District Council want two 5-cwt. vans, one 5-ton tipper, two 3-ton tippers, one road sweeper, one gully emptier, one dumper, one trailer for a Land-Rover and one footpath roller.

Birkenhead Transport Committee have accepted tenders from Leyland Motors, Ltd., for 15 bus chassis at £2,453 4s. 3d. each, and East Lancashire Coachbuilders, Ltd., for 15 double-deck bus bodies at £2,527 10s. each. The Cleansing Committee recommends acceptance of the tenders of Shelvoke and Drewry, Ltd., for the supply of three refuse collectors for £9,651; two others for £5,234; and one combined gully and cesspool emptier for £3,194, and the tender of F. E. Weatherill, Ltd., for one excavator for £1,918.

## T.R.T.A. List Bad Midland Roads

A NEW list of inadequate road facilities throughout the East Midlands is being prepared by the East Midland Division of the Traders Road Transport Association.

The list, together with similar surveys from other T.R.T.A. divisions throughout England, Scotland and Wales, will be discussed with the Ministry of Transport.

This was stated in the report of the divisional committee, presented at the annual meeting at Nottingham yesterday. The report, signed by Mr. K. C. Turner, divisional chairman, and Ald. W. G. E. Dyer, divisional secretary, recalls that most of the projects for the relief of "bottle-necks" in the East Midlands listed by the T.R.T.A. in 1953 had been brought, or were being brought, to a successful conclusion.

"The rapid increase in the volume of road transport has made it necessary for this problem to be looked at again," it is explained.

Proposals for the introduction of

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Traffic Regulation Orders by local authorities throughout the East Midlands had been scrutinized constantly and, in all cases where it seemed desirable, an investigation was made.

The report states: "Our major concern in this matter is the maintenance of facilities for the loading and off-loading of goods vehicles, but there are occasions when members' interests are affected by proposals which do not include bans. One such case arose in Peterborough last summer and was effectively handled by the divisional staff in collaboration with the Peterborough area committee."

The report refers to the "Kerb Space" campaign held in Nottingham, Leicester, Grimsby, Peterborough and Spalding and comments that, while it was not easy to assess the value of the work, the campaign might well have made its contribution towards preventing the problem of traffic congestion getting entirely out of hand.

### A DAY LATER

BECAUSE of the Easter holiday, the next issue of *The Commercial Motor* will be published on Saturday, April 16, instead of Friday, April 15.



# Bad Roads

The road facilities in the Midlands is being improved by the Road and Division of Transport. Similar surveys are being carried out throughout the country. The report of the survey is being sent to the Minister of Transport yesterday. Mr. C. K. Turner, Minister of Transport, said that the survey was a relief to the Midlands. In 1953 had been brought, to a

the volume of traffic necessary for it again, it is the introduction of

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ers by local East Midlands instantly and, in desirable, an

major concern of the Ministry of Transport is the off-loading of goods on occasions are affected by the new bans. One of the last years was handled by the Ministry of Transport.

"Kerb Space" in Leicester, and Spalding and was not easy to get, the campaign is contribution to the problem of traffic out of hand.

ER holiday, the Commercial Motor on Friday, April 16, 1960.

## Good Progress by Jack Committee: R.R.L. Report on Motorway Dazzle

BY OUR POLITICAL CORRESPONDENT

**R**EMINDED that there had been a further reduction in rural bus and railway services since last summer, Mr. Ernest Marples, Minister of Transport, was asked by Col. T. Beamish (Cons., Lewes) last week when the Jack Committee would make its report.

Mr. Marples told him that the committee was "making good progress." Memoranda had been received from 90 interested persons and organizations, the committee had met six times, heard oral evidence from 10 bodies representing bus users and was to hear operators and others.

The committee, he said, hoped to report during the autumn, but there had been no decision about whether the report would be published.

Asked to give official publicity to penalties under the Construction and Use Regulations to operators who allowed their vehicles to emit smoke, Mr. Marples said that he was sure owners and drivers in general were aware of the rules in this respect.

Technical officers took every opportunity to point out that adequate maintenance, correct adjustment of engines, and care in driving could prevent the emission of exhaust smoke, added Mr. Marples. He undertook to consider what further action he could take to give increased publicity to the matter.

Level crossings, the Minister told another questioner, are to be progressively replaced. Where they cause serious delay to traffic, their elimination is an important factor in the selection of schemes for road improvements.

### Solution of Dazzle

The Road Research Laboratory have reported to Mr. Marples on how to avoid dazzle on M1. The decision is important because it will set a precedent for other motorways. The experimental length of anti-dazzle screening apparently gives satisfactory results, and now Mr. Marples is looking into safety, amenity and costs. He had also asked the Landscape Advisory Committee to look into the possibilities of hedging, but the problem of what to do until the hedge grows remained.

Dr. Alan Glyn (Cons., Clapham) asked the Minister to make it compulsory for a vehicle bought on hire purchase to be registered in the name of the hire-purchase company until all payments were discharged. This was to protect a third party buying the vehicle without knowledge of the hire-purchase debt.

In answer, Mr. Marples said that there were no powers under which he could require this without new legislation. He was urged to take legal advice, and the Opposition promised co-operation. Mr. Marples undertook to consult the police on what would be needed.

New regulations concerning the inspection of old vehicles are being drafted. They will be ready in a matter of weeks.

Since the Minister began discussions with the manufacturers of direction indi-

cators, new recommendations have been agreed by a working party of the Economic Commission for Europe. Most European countries are expected to adopt them, and the discussions are being continued on this basis.

Asking about log books, Mr. J. Parker (Lab., Dagenham) suggested that in many cases, two sets of log books were prepared. One was for official returns and one contained the facts, he stated.

Mr. John Hay, Joint Parliamentary Secretary to the Ministry of Transport, was asked to ensure that the books which showed hours worked were really returned. Mr. Hay promised to examine details of cases brought to his notice.

In a memorandum to the Ministers of Health and Transport, the County Councils' Association have asked for a countrywide ban on smoking on the lower decks of double-deck buses. The Association also want to do away with the necessity to prove need for a ban every time a licence is applied for. Mr. Derek Walker-Smith, Minister of Health, promised consideration.

### BIG RISE IN H.P. DEALS

**T**HERE was a big upsurge of hire-purchase business in new and used commercial vehicles last month. The number of deals concluded—20,573—was 3,594 higher than in February and 5,045 greater than in March, 1959.

## New Transport Companies

**P. J. Hedges (Haulage), Ltd.** Cap. £1,000. Dirs.: Peter J. Hedges, 9 Warbeck Court, Warbeck Hill Road, Blackpool, and Michael Aspin, 10 Maple Drive, Poulton le Fylde. Sec.: Peter F. Sandham. Reg. office: 2 Irwell Street, Salford, 3.

**G. White and Son (Transport), Ltd.** Cap. £5,000. Dirs.: George White and Mrs. Elsie M. White, Mayville, Sherwood Drive, New Olterton, Newark, Notts, Edwin A. White and Mrs. Lily White, Sherwood, Walsley Lane, Newark. Sec.: E. A. White. Reg. office: Mayville, Sherwood Drive, New Olterton.

**Stalls Bulk Haulage, Ltd.** Cap. £2,000. Dirs.: John R. Allen, 62 Sneyd Avenue, Newcastle-under-Lyme, and Geoffrey Davies, 28 Beresford Crescent, Newcastle-under-Lyme. Sec.: Geoffrey Davies. Reg. office: 28 Beresford Crescent, Newcastle-under-Lyme.

**Vannor, Ltd.** Cap. £100. Dirs.: Mrs. Florence M. Morrison, 53 Vanguard Street, London, S.E.8. Mrs. Lily Skinner, 7 Wivenhoe Road, London, S.E.15, and Elizabeth E. J. Bennett. Reg. office: 19 Priory Avenue, Petts Wood.

**F. Thompson and Sons (Derham), Ltd.** Cap. £25,000. Dirs.: Percy W. Thompson, Cowper House, Cowper Road, Derham, Norfolk, and Cyril E. Thompson, St. Nicholas Villa, Cowper Road, Derham.

**Pinged Hill Garage, Ltd.** Cap. £25,000. Dirs.: Thomas B. Gravell, Mrs. Margaret M. Gravell and David E. Gravell, Y Gorlan, Pinged Hill, Kidwelly, Sec.: D. E. Gravell. Reg. office: Pinged Hill, Kidwelly, Carmar.

**W. T. Pepper, Ltd.** Cap. £5,000. Dirs.: Walter T. Pepper and Mrs. Nancy Pepper, 41 Crondall Street, South Shields. Sec.: Nancy Pepper. Reg. office: 1 Saville Street, South Shields.

**Perfect Coaches, Ltd.** Cap. £100. Dirs.: Alfred R. M. Jones and Mrs. Maude Jones, Calder Dene, Beech Lane, Mossley Hill, Liverpool. Sec.: Maude Jones. Reg. office: 68 Tunnel Road, Liverpool.

**J. and R. (Warehousing), Ltd.** Cap. £100. Dirs.: Albert J. Rowlands, 10 April Street, London, E.8, and James E. Jackson, 106 Albion Road, London,

## Three More Vans for Atlas

**A** SHORT-TERM A licence for one articulated and two rigid boxvans was granted to Atlas Express (Birmingham), Ltd., by Mr. W. P. James, West Midlands Licensing Authority, last week.

He was told that a "chaotic" situation had arisen because British Road Services would not accept traffic for Wolverhampton and the Black Country, Messrs. A. S. Ward had withdrawn their hired vehicles, and another sub-contractor had been liquidated.

Mr. D. F. Dowsett, transport manager of Atlas, said that although they aimed to deliver all goods received within 48 hours, only half the traffic was on schedule at present. All new accounts had been stopped, and although extra staff had been engaged goods were being returned to the loading bank because vehicles had insufficient capacity.

The normal Sunday-night trunk vehicles from London could not now be accepted at Birmingham, stated Mr. J. T. Brown, director and London transport manager. Customers were clamouring for Atlas to take over traffic previously handled by the liquidated carrier.

Mr. James, making a grant without prejudice to the substantive application, said that he was not entirely satisfied about the number of vehicles.

### NEW ESSO OFFICES

**T**O have a 500-ft. frontage along Victoria Street, London, S.W.1, a new headquarters building is to be erected for the Esso Petroleum Co., Ltd., by Taylor Woodrow Construction, Ltd. It will have a 16-storey tower and provide 235,000 sq. ft. of modern office accommodation.

N.16. Sec.: A. J. Rowlands. Reg. office: 63 Newington Green Road, London, N.1. F. and E. Walker, Ltd. Cap. £10,000. Dirs.: Francis Walker and Mrs. Fanny Walker, Sterret, Green Lane, Ockbrook, Derby. Sec.: Fanny Walker. Reg. office: Sterret, Green Lane, Ockbrook.

**A. Corbett and Sons (Wearhead), Ltd.** Cap. £5,000. Dirs.: Arnold Corbett and Joyce Corbett, Aingarth, Wearhead, Co. Durham, and James R. Corbett and Winifred Corbett, The Laurels, Wearhead. Sec.: J. R. Corbett. Reg. office: The Garage, Wearhead.

**Godfrey's Transport, Ltd.** Cap. £15,000. Dirs.: Louisa Godfrey and Ernest C. Godfrey, Hazeldene, The Spinney, Wimborne, Notts, and Theodore C. Godfrey, Tyndale, The Spinney, Wimborne. Sec.: T. C. Godfrey. Reg. office: Croids Lane, Newark.

**R. and W. Febry and Sons, Ltd.** Cap. £100,000. Dirs.: Richard Febry, New Road, Old Sodbury, Glos, and William A. Febry, Westerleigh Road, Yate, Glos. Sec.: W. B. Febry. Reg. office: Yate Iron Works, Yate.

**Springfield Haulage Co. (Hull), Ltd.** Cap. £1,000. Dirs.: John W. C. Adams and Julia M. Adams, Flat 5, 152 Spring Bank, Hull. Sec.: Julia M. Adams. Reg. office: Oberon Chambers, Queen Street, Hull.

**Milnamp Transport Co., Ltd.** Cap. £1,500. Dirs.: Eric H. White and Kenneth H. Farr, 13 Waverley Avenue, Twickenham.

**Cement Transport, Ltd.** Cap. £1,000. Dirs.: William Spencer, Fishleigh House, Okehampton, Devon, and Elwin H. Cope, The Cottage, Idrigehay, Derbys. Sec.: E. H. Cope. Reg. office: Hulland Ward, Derbys.

**W. J. Clayton and Sons, Ltd.** Cap. £30,000. Dirs.: William J. Clayton, 16 The Uplands, Rotherstone, Mon., William A. Clayton, 16 Hillside Crescent, High Cross, Rotherstone, Richard J. Clayton, Gordon J. Clayton and Mrs. Medina Clayton. Sec.: R. J. Clayton. Reg. office: Little Oaks, Rotherstone.

## Pay-as-you-park Plan Starts in London

NUMEROUS new traffic regulations came into force in central London this week. Parking meters were operating throughout the whole of Mayfair on Monday, but at places where parking is now prohibited commercial vehicles are free to load and unload for periods of 20 minutes after 11 a.m. At street junctions marked with yellow lines and at approaches to pedestrian crossings parking is prohibited. Payment is necessary for parking at meters on Saturday mornings as well as weekdays.

Parking in the City of Westminster, within the area bounded by Oxford Street, Regent Street, Piccadilly, Hamilton Place and Park Lane, is permitted only at parking meters. This applies between 8.30 a.m. and 6.30 p.m. from Mondays to Fridays and from 8.30 a.m. to 1.30 p.m. on Saturdays.

New one-way working has been introduced in: Aldford Street, Mill Street, Pollen Street, Sackville Street and parts of Broadbent Street, Grosvenor Hill, Shepherd Market and Shepherd Street in Westminster; and Bulstrode Street, St. Marylebone.

### DECISION ON M1 COACHES RESERVED

THE application by the Birmingham and Midland Motor Omnibus Co., Ltd., for more coaches on their M1 service (*The Commercial Motor*, March 4 and 18) ended last week, when the West Midlands Traffic Commissioners, sitting in Birmingham, reserved their decision.

The company called 13 witnesses to support their application, as well as Mr. Raymond Cope, deputy traffic manager.

No evidence was called by the three objectors, British Railways, Bermuda Motor Services, Nuneaton, and Wainfleet Motor Services, Nuneaton.

### CONTRACTOR DENIES ADMISSION

ACCORDING to Mr. S. A. C. Henry, project manager of Cubitts Fitzpatrick Shand, an admission made by Spa Haulage, Ltd., Northampton, that they had started using 40 unlicensed vehicles for work on the new Doncaster By-pass (*The Commercial Motor*, March 25) was incorrect. They made the statement to Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, at Leeds.

Mr. Henry told *The Commercial Motor* on Tuesday that the lorries were not in fact working on the by-pass contract, for which his company were responsible.

### NEW SERVICES UNWANTED

THE Mexborough and Swinton Traction Co., Ltd., will "strongly resist" any attempt to run new bus services through Rawmarsh and district. Mr. D. Vernon, general manager, said this last week following the decision of Rawmarsh Urban District Council to support any bus company wishing to run such services.

The decision of the council results from the successful passage through the House of Lords of the company's Bill to suspend trolleybus services in Rawmarsh.

B14

## £292,500 By-pass Grant by Minister

A GRANT of £292,500 has been made to Essex County Council by the Minister of Transport towards the cost of a new by-pass of Rayleigh village on the A130 Chelmsford Road. The total cost is estimated at £390,000.

The road, more than 1½ miles long, will enable traffic on the Chelmsford Road to enter and leave the A127 Southend Arterial Road without going into Rayleigh.

Two 24-ft.-wide carriageways, separated by a 10-ft. reservation, will run north from a two-level junction on the A127, 1½ miles west of the Rayleigh Weir roundabout. They will cross under the railway to a new roundabout on the A129 Billericay Road. From this point to Rawreth, the Chelmsford Road will be rebuilt on a modern alignment.

Work has now started on the construction of the Runcorn Spur, which will form the southern approach road to the new Runcorn-Widnes Bridge over the Manchester Ship Canal. The Minister has made a grant of £450,000 to Cheshire County Council towards the cost of the Spur, which is estimated at £600,000.

The road will start at Doctors Bridge on the A577 at a roundabout junction with the bridge approaches. A flyover junction will carry it over B5310 Heath Road, to which it will be linked by slip roads. An underpass will take the Spur under Boston Avenue, and it will end at Northwich Road (A533) near Hallwood.

The Runcorn Spur will be about 2½ miles long and will be 60 ft. wide with a single 33-ft. carriageway.

## Micrograms . . .

**Trams Abandoned:** Buses replaced trams on Sheffield Transport Department's Meadowhead Lane route last week-end.

**Newport Office:** United Dominions Trust will open a new branch office at 70 Bridge Street, Newport, Mon, on April 19.

**Stronger Sumps:** The sumps of Morris Minor vans used by the G.P.O. on bad roads are to be reinforced with welded metal plates.

**£4m. Improvement Scheme:** A revised scheme costing nearly £4m. for the improvement of Euston Road has been approved by the town planning committee of London County Council.

**Larger Fuel tanks:** Four tractor units in the Leyland Comet and Super Comet ranges are to have 33-gallon fuel tanks as standard in place of the 24-gallon tanks previously fitted. Chassis price is not affected.

**Merseyside Expansion:** The Standard-Triumph Group inaugurated their £11m. Merseyside expansion scheme last week. Work is already in progress on the 250,000-sq.-ft. extension to press shop facilities at Speke.

**Refuse Disposal Achievement:** Delegates attending the spring meeting of the Institute of Public Cleansing in Glasgow this week visited the £1,668,000 Polmadie refuse disposal works, largest and most up-to-date in Europe.

**Ford Records:** New records were set up last year by the Ford Motor Co., Ltd. Sales, amounting to £233m., were 12 per cent. higher than the record level of 1958. Vehicle sales rose from 421,572 to 472,857. Exports achieved a record at 236,167.

**New Ferry Service:** The Transport Ferry Service will open an additional "drive-on, drive-off" service—between Tilbury and Rotterdam—on June 10. The new service will be operated by the specially constructed vehicle ferry ship m.v. "Bardic Ferry," which will also continue to maintain the service between Tilbury and Antwerp.

**Merger:** Reed Transport, Ltd., and Cropper and Colthrop Transport Co., Ltd., Thatcham, combined on April 1. The Thatcham company became part of the Reed Paper Group in 1956, and the amalgamation of operation means that Reed Transport will be responsible for vehicles operating from Thatcham, as well as its existing depots at London, Aylesford and Wigan.

**New Credit Office:** Mercantile Credit Co., Ltd., opened a new office at Camborne, Cornwall, on April 4.

**Army Order:** The Ibbett Engineering Co., Ltd., Kempston Hardwick, Bedford, are to supply a number of 5-ton trailers to the War Department.

**Goodyear in India:** The Goodyear concern are to build a £4.25m. tyre plant in India, near New Delhi. It is expected to be completed early next year.

**By-pass:** The first stage of the new Totton-Fawley road, the £320,000 Marchwood by-pass, is to be opened on June 1. Stage two, the Hythe by-pass, is included in the 1961-2 budget.

**Simms Acquisition:** Simms Motor and Electronics Corporation, Ltd., have acquired the whole of the issued share capital of Cawkell Research and Electronics, Ltd., Southall, Middx.

**Share Purchase:** The entire share capital of Overstone, Ltd., a hire-purchase company conducting vehicle business and with assets exceeding £1.25m., has been acquired by the Mercantile Credit Co., Ltd.

**New Depot:** A new depot is to be constructed for J. W. Capstaff, Ltd., Benton, Newcastle upon Tyne, on the Team Valley Trading Estate, Gateshead. It will cover about 25,000 sq. ft. and will include a warehouse.

**U.K.-Bulgarian Trade:** Vehicles are included in the list of commodities which may be exported to Bulgaria under a new trade arrangement for the 12 months ending March 31, 1961. The quota allows for Bulgarian purchases to a total value of £6.3m.

**For India:** Perkins Engines, Ltd., are assisting the Bombay State Road Transport Corporation in a plan to produce qualified engineers and mechanics to maintain more than 3,000 Perkins-powered vehicles operated by the corporation. Two service and apprentice training schools have been established in India.

**Coaches To Silverstone:** A list of coach operators who will be running excursions to Silverstone on Saturday, May 28, is being compiled by our associate journal, *Motor Cycling*, for publication on April 28. Operators who intend to provide facilities are asked to send details of departure points, times and fares to Mr. T. G. Wilkie, Temple Press Limited, Bowling Green Lane, London, E.C.1, by April 21.

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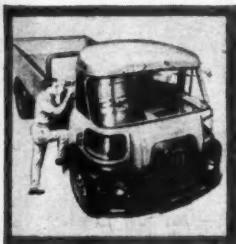
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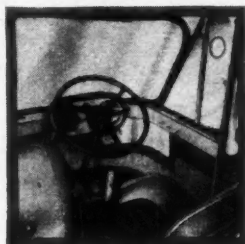


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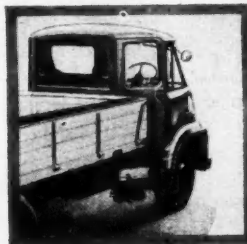
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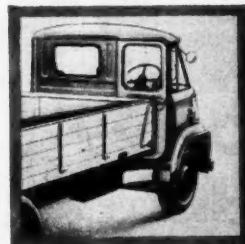
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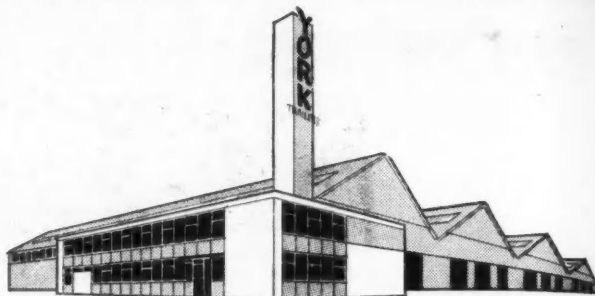
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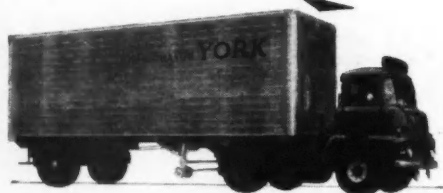
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## "Through-rate" Links With Europe

THE increasing importance of marketing distribution facilities in Britain and the contribution that "through-rate" links with Europe will make to Continental trade will radically change management concepts in the "small" transport field during the next decade.

This was the main theme of the 1960 management conference of A. Packham and Co., Ltd.—London and southern storage and distribution services—held at the Deer Park Hotel, Honiton, last week-end.

Eighteen managers and executives from the company's London head office and main depots at Bristol, Cullompton and Falmouth, heard Mr. A. Packham, managing director, make this point in his opening address.

Manufacturers' marketing problems in

the field of physical distribution, Mr. Packham said, were becoming so intense that there was little doubt that the next 10 years would bring many changes to the present pattern in which the majority of goods in the distributive pipelines—at least 80 per cent.—were handled by company-operated vehicles. There was already a definite trend for even the largest marketing companies to use the independent distribution contractor and thus to free themselves from management complexities.

A. Packham and Co., Ltd., will make provision for "through-rate" facilities throughout their service area in southern England, receiving and forwarding goods for European delivery and receiving and delivering inwards goods from Continental countries.

## Railways Will Gain Little—Mr. Whitaker

THE railways might do little more after modernization than retain their existing traffic, and gain hardly any new business arising from increased industrial activity. The "spectacular" growth of road transport would continue, in the absence of artificial restrictions, and the only benefit of railway modernization might be a reduction in costs rather than an increase in traffic.

These views were expressed by Mr. E. G. Whitaker, transport adviser to the board of Unilever, Ltd., on Tuesday, when he addressed the Irish Section of the Institute of Transport in Dublin.

He opposed subsidies for any form of transport. If unremunerative services were asked for, they should be paid for adequately by those who demanded them, he said.

Two fundamental questions had to be answered. One concerned the respective places that road and rail should take in the national transport structure, and the other the steps needed to enable the railways to pay their way.

The railways' route mileage should be reduced, and they should have a smaller, better-paid staff, he suggested.

Mr. Whitaker referred to developments in the use of pipelines. Two 6-in. pipelines running nine miles underground from the Thames to London Airport were pumping initially at the rate of approximately 30,000 gallons per hour. Hitherto 40-60 road tankers had made round trips of 80-100 miles to the airport a day.

### FUTURE OF BRITISH TRAFFIC

THE future pattern of traffic in Britain will be discussed at the annual conference of the Institute of Traffic Administration at Nottingham from May 20-22. The principal speakers will be Prof. Gilbert Walker, an expert on transport economics, and Prof. J. Kolbuszewski and Mr. F. D. Hobbs, both of the traffic engineering department of Birmingham University. The discussion will take place at 7.15 p.m. on May 20.

The annual dinner will be held on May 21.

## T.R.T.A. Seek Facts on Deliveries

SHOPKEEPERS in Putney, Rochford and Folkestone have been sent forms by the Traders' Road Transport Association on which to record the times deliveries are made.

A "keep-moving" traffic experiment is being made at Putney, and bans on loading and unloading are proposed for the other two towns. Essex County Council, who seek to apply a ban in four Rochford streets from 10 a.m.-4 p.m., have asked for the Association's views.

Kent County Council wish to enforce a ban in the centre of Folkestone from 10 a.m.-1 p.m. and 2-5 p.m.

Mr. R. E. G. Brown, secretary of the London and Home Counties Division of the T.R.T.A., has pointed out that many suppliers' vehicles would not be able to reach Folkestone or Rochford by 10 a.m. Leeds, Bradford and Huddersfield were

among the local authorities who consulted the Yorkshire-West Riding Division on traffic problems during the past year.

This was stated by Mr. A. Bradley, chairman, in his annual report on Wednesday.

"We have, in every instance, been able to present the case for commercial-vehicle users fairly and objectively, and as a result no onerous restrictions have been imposed to date," he added.

"There is need for constant attention to be paid to attempts to ease traffic congestion by prohibiting goods vehicles from loading or unloading at the kerbside," said Mr. Bradley. "This aspect of the T.R.T.A.'s work is assuming increasing importance."

Membership had increased during the year and almost every trade in the West Riding was now represented.

## Still More Haulage Students Needed

EXAMINATIONS in road transport subjects organized by the Royal Society of Arts last year attracted a greater proportion of students from road haulage than ever before, but the majority of students still came from the passenger side of the industry.

Noting this in their 1959 report, the National Committee on Road Transport Education repeat the request made in the previous year's report that all goods-transport undertakings, whether hauliers or ancillary users, should encourage employees to take up studies under the scheme.

This could be done by exhibiting the committee's posters and nominating an officer, or senior employee, to take a special interest in the scheme. The next session begins in September and details can be obtained from Miss D. M. Kirby, National Committee on Road Transport Education, 55 Broadway, London, S.W.1.

Much of the tuition is done by part-time instructors, and operators are asked to encourage members of their staffs to offer their services as teachers.

### CHANNEL BRIDGE PROPOSED

ENGLAND and France should be joined by a bridge, not a tunnel, because only a bridge would allow extremely large road vehicles to travel between the two countries.

This is stated by Dorman Long (Bridge and Engineering), Ltd., who, with a French and an American company, have put forward a scheme to build a £200m. bridge to span the Straits of Dover.

Other alleged disadvantages of a tunnel compared with a bridge include fire and ventilation hazards, and that a 25-mile underground journey cannot be pleasant.

The envisaged bridge would have a central highway for four- and multi-wheeled vehicles flanked by railway tracks, and roads for cycles and motorcycles.

It would cost about twice as much as a tunnel to build, but the company state that the amount should be viewed in relation to the potential density of traffic.

### BONUS SYSTEM CRITICIZED

THE system of making bonus payments to lorry drivers according to the numbers of runs made in a day was criticized by Col. J. W. Wintringham, chairman of Grimsby county magistrates, last week.

He made the comment when James Moughton, Tennyson Road, Cleethorpes, wrote admitting a charge of driving a lorry without reasonable consideration for other road users. Moughton was fined £5.

"Although we have no official information of any bonus system, it is generally known that some concerns pay drivers for getting additional loadings," said Col. Wintringham.

"We have to regard that as an incentive to drivers to go faster," he added.

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B. J. Henry, Ltd., Oxford, operate this Morris-Burtonwood car transporter which, as can be seen, can carry six of the new B.M.C. light cars. The Burtonwood structure is based on a Taskers semi-trailer and incorporates folding elevating gear so that cars can be raised to the upper deck. The vehicle has an overall length of 35 ft. The lower deck, including the amount of floor space provided by the elevator when folded, is approximately 26 ft. long, and the upper deck 29 ft. There is 6 ft. clearance between decks. The Burtonwood Engineering Co., Ltd., Welwyn Garden City, are also supplying this type of transporter to Messrs. Frank Harding, Cowley.

## 20 Car Transporters for B.R.S.

FOURTEEN hauliers withdrew their objections to an application by British Road Services, Coventry, for an A licence for 20 car transporters at Birmingham, last week, after the terms of the normal user sought had been modified.

Mr. G. H. P. Beames, for B.R.S., said that they had wished to carry cars as required, but agreed to restrict their work to the Humber, Standard-Triumph and Vauxhall companies, and not to carry for B.M.C. or Jaguar.

For the objectors, Mr. J. Foley Egginton stated that they would leave the number of vehicles to be allowed to the judgment of Mr. W. P. James, West Midland Licensing Authority.

Mr. G. P. Henshaw, sales manager of Vauxhall Motors, Ltd., said that they could employ 30 more transporters in Luton. The company were supporting an application for 10 transporters made to the Metropolitan Licensing Authority.

Witnesses from Standard-Triumph (Sales), Ltd., and Humber, Ltd., each said that they could employ at least 10 more transporters. The railways, who had

carried a third of Humber's export cars, were said no longer to be interested on the ground of economy.

Mr. James granted the application but said that it might be necessary to review the matter later because of the many similar applications, and difficulties in obtaining new transporters.

### REGULAR RAIL SERVICE FOR VAUXHALL

THE first regular rail-delivery service for Vauxhall cars and Bedford light vans is now operating between Luton and Scotland. On April 4 a special train loaded with 50 vehicles for Scottish dealers set out on the 360-mile journey, arriving at Falkirk 12 hours later. There will be a weekly shuttle service by three similar trains.

Anglo-Scottish Car Deliveries, Ltd., of Luton and Edinburgh, who handle the bulk of Vauxhall and Bedford deliveries to Scotland, will operate the service, and have taken over a disused railway station at Chiltern Green, about two miles from Vauxhall's Luton factory, as a loading point for the trains.

## Longer and Faster Buses Wanted

APPEALS to the Government for an increase in the maximum permitted length of public service vehicles, and an increase in the speed limits governing them, were made by Mr. R. J. Ellery, chairman of the Trent Motor Traction Co., Ltd., at the annual general meeting of the company last week.

Referring to economies effected by his own company in the past year, Mr. Ellery quoted a further extension of mileage between vehicle overhauls, the installation of additional vehicle-washing plant, and the use of more night safes and coin-counting machines.

He said there had also been a further pruning of service mileage—but no service had been withdrawn completely.

Alluding to the onerous claims by trade unions for further increases in pay and improvements in conditions, Mr. Ellery said that their cost, if conceded entirely by his company, would be more than £250,000—an addition of almost 30 per cent. to the wages bill.

A reduction in fleet strength had been achieved by the introduction of 22 Leyland Atlantean double-deck buses and the withdrawal of a number of single-deck buses. A further 34 Atlanteans would be delivered this year.

## Kariba Dam Vehicles in Scotland

SIX vehicles, originally designed for earth-moving work on the Kariba dam project, and since adapted, are to be hired out on civil engineering work in Scotland by Greenham (Plant Hire), Ltd., Raywards, Airdrie.

The company were granted an A licence at Glasgow last week for six tractors of 14½ tons and six semi-trailers of 15½ tons. The normal user is "spoil, earth, clay, rock from sites in Scotland, but within 10 miles radius of any site on which employed."

Mr. J. Law, appearing for the concern, produced evidence from Mr. Andrew Currie, branch manager, to show that the 7-cu.-yd. machines had limited scope for road work. They would not be used as vehicles of the normal type over any distance, but the concern were anxious to define what could legally be done with them.

B20

Six units might be required on one site at any given time. Contracts were already available, and further projects were pending.

Representatives of three Scottish civil engineering companies confirmed the suitability of the machines for their type of work. It was stated that Greenham were plant hirers and would not themselves operate the units.

Mr. W. F. Quin, Scottish Licensing Authority, granted the application in full.

### FLEET RENEWAL IN DANGER

UNLESS revenue improves there will be insufficient funds to renew the fleet, says Sir Thomas Strangman, chairman of the Singapore Traction Co., Ltd. The solution of the problem is an increase in fares, which has to be sanctioned by the Singapore Government. The company want to operate new routes.

## BRITISH ENGINES FOR AMERICAN LORRIES

A CONTRACT has been placed with Leyland Motors, Ltd., for the supply of 375 O.600 and 375 O.680 oil engines which will be installed in American six-wheeled goods chassis currently operating in the Middle East. The vehicles to be converted have petrol engines at present, and the scheme is likely to cost about £800,000.

The vehicles have payload ratings of up to 20 tons, and the power units are to be modified before dispatch from the Leyland factory. Modifications will affect the cooling-system connections, manifolds and flywheels, and the rear-banjo mounting members.

A similar conversion programme has been carried out in South Africa, and it is reported that top speeds and fuel-consumption rates have improved.



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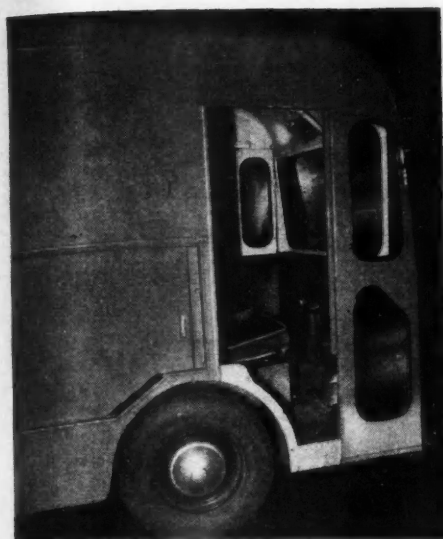
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## Direct Entry Into Modified LD1

A MORRIS LD1 built for a big bakery organization has been modified so that the cab can be directly entered from the kerb. The chassis was extended forward 2 ft. 6 in. by cranked members, and the 2.2-litre petrol engine was relocated behind the front axle. There are no steps to the floor of the cab.

The van, which has Borg-Warner automatic transmission, is 15 ft. 4 in. long, 6 ft. wide and 7 ft. 7 in. high, and its unladen weight is 1 ton 14½ cwt. The engine is housed in a roomy compartment with access through a sliding panel on the off side. On the near side, immediately behind the cab, is a confectionery cupboard insulated from the power unit.

Bodywork has been built by Commercial Vehicle Repairs (Tunstall), Ltd., who used plastics panelling on a light metal frame. The main compartment is provided with runners to take trays. The double roof is of translucent material, and the spring-loaded top-hinged rear door has a waterproof flap over the hinge. When raised, the flap protects the driver and goods in wet weather.

*This illustration shows how a low entry step into the flat floor of the cab of the Morris has been gained by the use of cranked chassis extensions. The vehicle has been built for service with a large bakery organization. The engine has been relocated behind the front axle.*

The driving compartment has jack-knife doors and both they and the front panel have floor-level glass inserts so that the kerb and the road are visible from the driver's seat.

A two-piece drag-link rod is used, and the steering box has been moved forward. The column has been shortened by 2 in. An unusual feature is the placing of the brake pedal on the left of the column, but conventional practice is likely to be followed in any future conversions.

A scoop below the front panel feeds air to the radiator, and the escape of engine heat is facilitated by a vent through the rear of the cab to a shallow cowl on the roof.

### TYRES FOR 28-TON TANKERS

LOOKING ahead to the expected authorization of 28-ton-gross rigid road tankers by the Ministry of Transport, the Michelin Tyre Co., Ltd., have announced that their 10.00-20-in. X cover will be suitable for such vehicles. This tyre was introduced last February and has the same load rating as a 10.00-20-in. (14-ply) textile cover.

Michelin think that the uprating of four-axled tankers will not alter the permissible axle loadings. Therefore weight distribution on 28-ton vehicles will be 18 tons on the rear bogie and 5 tons on each of the front axles.

### TWO OUT OF THREE ELECTRIC

TWO out of every three vehicles used for internal transport in the works of large electrical manufacturers are battery-electrics, and the trend is for more such units to be employed. This is a conclusion drawn from a survey conducted by the Electric Vehicle Association of Great Britain, 2 Savoy Hill, London, W.C.2.

### EXTENDED FACILITIES

INCREASED accommodation at the premises of the Essex Piston Service, Leigh-on-Sea, has enabled facilities to be extended. Tyres for commercial vehicles are among new items now stocked. The title of the concern has been changed to Essex Specialized Services. It is a subsidiary of Brown Brothers, Ltd.

b21

## Japan Makes More Lorries than Cars

AMONG the vehicle-producing countries of the world, Japan is unique in that it produces more commercial vehicles than cars. In 1958 it ranked as the fifth largest producer of commercial vehicles, with an output of about 133,000 units—representing 72.6 per cent. of its total vehicle production.

For the first six months of 1959, commercial vehicles produced in Japan totalled 82,857, of which 6,582 units were exported. The reason for this is that production so far has mainly been concentrated on types of ultra-lightweight delivery van—many of them three-wheelers—which find very little sale abroad; 57,893 of these small vehicles were manufactured, of which a mere 837 were exported.

Production of larger lorries—5-tonners and over—together with buses, totalled 24,964 during the first six months of 1959, and, of these, 5,745 were exported—mainly to Taiwan, Okinawa, Thailand and Brazil.

## Atlantean Tests in South Africa

TWO Atlantean buses are to be shipped to South Africa by Leyland Motors, Ltd., for tests and demonstrations. Both will have Metropolitan-Cammell 78-seat bodies, modified to comply with South African licensing and traffic regulations.

The alterations include the use of 11.00-20-in. (12-ply) tyres on all wheels, and the incorporation of a wider front entrance with single-step loading platform. Full-depth sliding windows are to be fitted.

One bus has the standard O.600 125 b.h.p. oil engine, and is destined for operation in the Cape Town area, with a possible trip to Port Elizabeth later in the year.

The other vehicle has an O.680 150 b.h.p. unit and will be working in Natal, the Transvaal and Orange Free State. The larger engine is fitted because the bus will be operating at altitudes of up to 5,000 ft. It is expected that the demonstrations will open a market in South Africa for this design.

## Electric Wheels on 55-ton Carrier

A PROTOTYPE iron-ore carrier fitted with 10-ft.-diameter self-powered wheels has been demonstrated in the U.S.A. The vehicle weighed 55 tons unladen and carried a 55-ton payload. The wheels, which each incorporate an electric motor and reduction gearing, are manufactured by the General Electric Company, Pennsylvania.

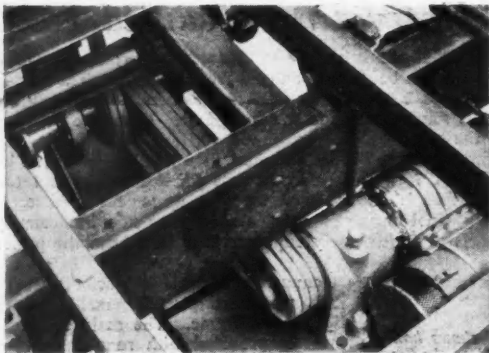
They are powered either by a diesel-electric generator mounted on the vehicle or, in semi-static installations, by a pick-up from overhead wires. The wheels are completely self-contained, and the existing type develops 380 h.p. at the wheel rim, giving a total of 1,520 h.p. for a four-wheeled vehicle. The electric motors provide constant power throughout the vehicle's speed range.

For maximum pull in difficult condi-

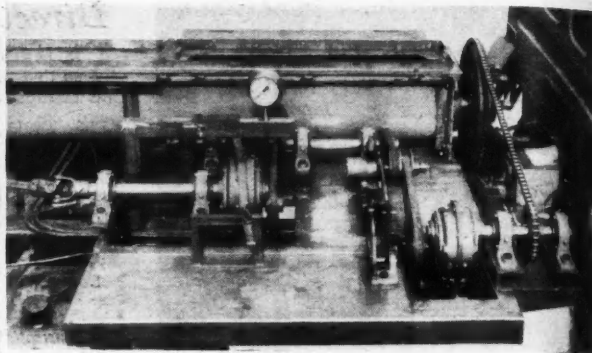
tions, an automatic control reduces the power input to any wheel which loses traction and increases the amount of current fed to those wheels still obtaining purchase.

The wheel motors act as generators on the overrun to provide braking, their output under this condition being dissipated by resistors. It is claimed that a vehicle fitted with these wheels and having a top speed of 35 m.p.h. can stop from this velocity in three times its own length by this form of braking alone.

General Electric consider that the wheels could be applied to any cross-country vehicle, and that the ease with which the units can be installed, because of the absence of transmission shafts and driven axles, simplifies the production of varied chassis for special purposes.



The Roots blower is mounted below the chassis on the near side and directly driven by belts from the gearbox power take-off. Piping leads from the blower to the seal at the rear.



Output from the power take-off is taken through a clutch and divided between two reduction gearboxes, one for the seal and the other the auger. Between the layshaft and the auger gearbox is a variable-slip device. A hand throttle is also provided.

## Mann Egerton Improve Bulk-grain Bodywork

**T**WO demonstration vehicles of the Bulkfeed type now being built by Mann Egerton and Co., Ltd., Cromer Road, Norwich, incorporate a number of improvements made as a result of experience gained from the operation of earlier models.

The bodies are being based on Austin chassis. The smaller has four hoppers and is mounted on a 7-ton forward-control chassis with a wheelbase of 12 ft. 6 in., whilst the other has six bins and is built on a similar chassis with a Boys 5-ft. 6-in. extension and third trailing axle.

Price fixed for the four-bin body is £2,178 and the six-bin £2,495. Other types of 7-ton forward-control chassis considered suitable for the smaller body are the 13-ft.-wheelbase Bedford, 11-ft. 9-in. Commer, 13-ft. 7½-in. Dodge and 11-ft. 6-in. Thames Trader. The Leyland Hippo and A.E.C. Mammoth Major may take the six-bin body.

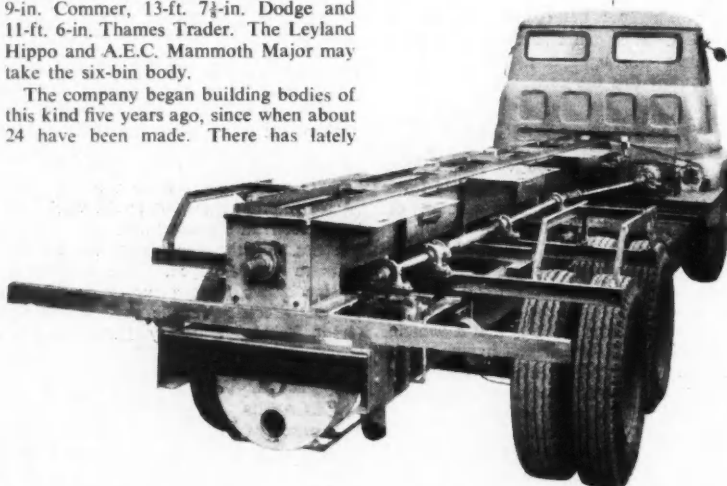
The company began building bodies of this kind five years ago, since when about 24 have been made. There has lately

been a sharp increase in demand, and the newest design is chiefly intended for the distribution of animal feeding stuffs.

Advantage has been taken of the revised Construction and Use Regulations, and the bodies are built to the full legal width of 8 ft. This enables the overall height to be reduced to 10 ft. 7 in., of value when there is restricted clearance under a farm hopper, and the centre of gravity to 7 ft. 6 in. when laden.

Each bin has a capacity of 82 cu. ft. representing the following tonnages with different loads: wheat, 1.72; barley, 1.42; meal, 1.29; oats, 1.12.

The unloading apertures at the bottom extend for the full length of each bin, 3 ft. 4 in., and there are individual slides.



A view of the six-bin body under construction, showing the arrangement of the slides, windows in the auger channel and the seal-drive line. The chassis is an Austin 7-tonner with Boys extension and third axle.

This allows the hoppers to be emptied singly and in any order. Although the recommended procedure is to unload from the rear, it is not always possible to do so. The sides of the bins at the bottom are suitably angled, and the width of the aperture sufficiently generous to prevent bridging, a condition which occurs when material heaps over the aperture and checks flow.

Angled cut-outs in the slides allow the initial flow of material into the auger channel to be precisely controlled.

The auger is a Barron product and windows are inserted so that any blockages of material in the channel can be seen by the operator. There is no window under the front bin, as this is considered unnecessary. Others are placed on opposite sides to the slides, except that at the rear there is a window on each side so that a view right through the channel is given.

Material drops from the rear of the auger into a Callow seal. A Roots blower is mounted underneath the chassis on the near side under the front bin, in which position it is driven by a layshaft connected to the gearbox power take-off.

### Reduction Gearboxes

The power take-off is connected by belts to a layshaft mounted on a panel immediately behind the cab on the off side. After passing through a hand-controlled clutch, the drive is transmitted to two reduction gearboxes, one for the operation of the seal and the other the auger. A Hardy-Spicer override clutch is incorporated in the seal drive as a precaution against jamming.

A manual throttle is provided on the panel, and it is possible to control the relative speeds of the seal and auger by means of a variable-slip belt drive between the layshaft and the reduction gearbox for the auger. This facility is provided because of the different flow characteristics of various loads.

The complete four-bin body with associated equipment weighs 2 tons 7 cwt., and the six-bin 3 tons. Sacks may be carried on decking at chassis-frame level below the body sides if desired.

## New Equipment and Publications

### Night Service

THE spare parts department of Vauxhall Motors Ltd., has installed a telephone answering machine which, during the night and at other times when the staff are off duty, records incoming telephone messages. Thus, agents can place orders outside normal working hours knowing that they will receive attention immediately the department resumes its duties.

The machine employed for the service is manufactured by Gate Electronics, Ltd., and is marketed by R.F. Electronic Developments, Ltd., 20 Orchard Street, London, W.1. When a telephone call is received the unit plays automatically a pre-recorded announcement inviting the caller to record a message. It conforms with G.P.O. regulations and can be hired for £1 15s. a week on a five-year contract.

#### American Winches

WINCHES providing line pulls ranging from 6,000-10,000 lb. are manufactured by the Braden Winch Company, Oklahoma, U.S.A. They are designed for mounting on vehicles and are now available in this country and Northern Ireland through Thompson Bros. (Engineers), Ltd., Archery Works, Archery Road, London, S.E.9, who are the sole agents.

#### Cast Pedestals

THE Northern Aluminium Co., Ltd., Banbury, Oxfordshire, have extended their range of die-cast aluminium alloy bodywork underframe pedestals. Units 5 in., 7 in. and 9 in. high are now available weighing 2.9, 3.4 and 4.3 lb. each respectively. They cost 12s., 12s. 9d. and 16s. 10d. each.

The pedestals are cast in Noral 117

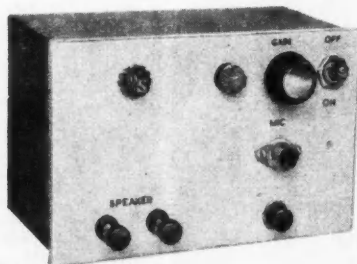
Noral cast underframe pedestals are secured to the chassis by U-bolts and bolted to the body cross-bearers. They are available up to 9 in. high and, compared to fabricated supports, provide a worthwhile saving in labour.

alloy and the method of mounting ensures that the casting is always in compression. The pedestal is attached to the chassis by a U-bolt and secured to the body cross-bearer by three bolts.

#### Versatile Motor

AN electric motor fitted with integral gearing which provides three output shafts operating at different speeds is produced by B. O. Morris, Ltd., Morrisflex Works, Briton Road, Coventry. The motor develops 0.4 h.p. and the speeds of the output drives are 3,000, 9,000 and 15,000 r.p.m.

It is known as the Morrisflex 300 and is intended primarily as a power unit for rotary cutters or grinding wheels. Two quickly connected armoured flexible shafts are provided with the motor; one is used with the 3,000 and 9,000 r.p.m. outputs and the other, which is distinc-

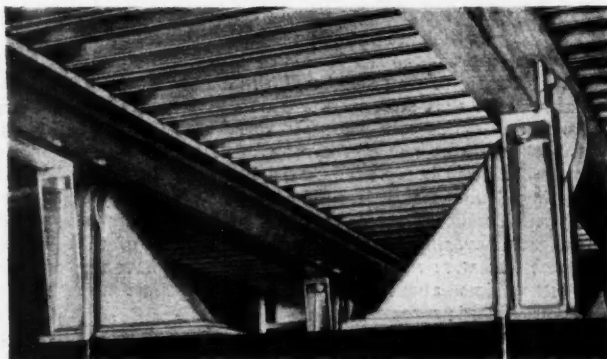


(Above) This amplifier, by WS Electronics, is suitable for passenger address equipment in coaches. (Left) Vauxhall Motors employ this telephone answering machine to record messages during off-duty hours. (Right) Three output speeds are provided by the integral gearing of the Morrisflex motor.

tively coloured, is supplied for the 15,000 r.p.m. drive.

#### No Stand-by

AN amplifier which consumes only 1.5 amp. for a 12-w. output is manufactured by WS Electronics, Ltd., Brunel Road, East Acton, London, W.3. It operates from a 12- or 24-v. D.C. supply and is well suited for use in passenger address equipment for coaches.



The amplifier, which is designated the D109, employs transistors and measures only 6½ in. by 4 in. by 4 in. The transistors do not need to warm up after the unit is switched on so that the D109, unlike amplifiers with conventional valves, does not have to be kept at current-consuming stand-by between announcements.

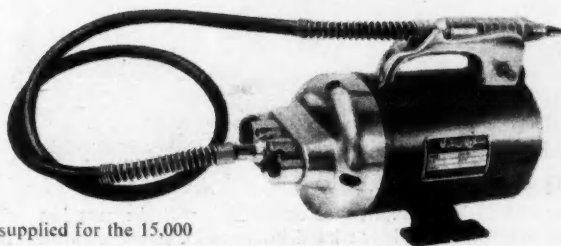
It is simple to install and wiring consists of a single cable to the battery and two leads to the loudspeakers. The D109 in 12- or 24-v. form costs £19 10s.

#### Compact Power

A BATTERY which is suitable for any car or petrol-engined light van with a 12-v. electrical system has been introduced by Varley Dry Accumulators, Ltd., By-pass Road, Barking, Essex. The new unit, known as the Universal, employs Varley's patented construction method whereby the plates and separators are assembled under compression.

This enables thin plates to be used without loss of mechanical strength, permitting the incorporation of 13 plates in each cell of the battery. Normally seven plates are fitted in the cells of lead-acid batteries.

Thus, the Universal measures only 9½ in. by 5½ in. by 8½ in. but is capable of a high-rate efficiency comparable to that of the larger car batteries currently in use. The single model offered is designated the UNI-1. It costs £8 13s. 6d. and is covered by a two-year guarantee.



#### Motorway Advice

A FOLDER now obtainable from any R.A.C. office and entitled "Know your Motorway," contains a map of the M1 and its environs and indicates how, in the event of a breakdown, it is possible to pinpoint one's position on the road by the inscriptions on the S.O.S. telephone boxes.



**F**IRST-CLASS conditions for driver, conductor and passengers alike are given by the latest "home-made" double-decker—the D.9 72-seater—of the Birmingham and Midland Motor Omnibus Co., Ltd. It fully illustrates the advantages that an operator can gain by designing and constructing his own passenger vehicles.

It must surely be one of the most confidence-inspiring buses to handle in heavy traffic: even I, whose experience of driving double-deckers is limited, thoroughly enjoyed taking a laden D.9 through the heart of Birmingham in morning and evening rush-hour traffic, and none of the observers who were riding behind me seemed to have the slightest qualms about my ability to negotiate the numerous hazards successfully.

Distinctive among vehicles of this type, because of its pronounced front overhang, it is a 30 ft. by 8 ft. high-bridge design with 32 seats in the lower saloon and 40 in the upper compartment. Integral construction has been adopted in the interests of weight-saving, and this accounts for the low licensing weight of 7 tons 18½ cwt. This form of construction can cause problems of noise and vibration in the passenger saloons, but the D.9 is as smooth

and, possibly more important, the overhang provides engine accessibility rivalled only by that of rear engines.

Although the layout of the front suspension is almost identical to that of Midland "Red" single-deckers, the rear system is slightly different, in that the units are located in planes parallel to the rear axle, instead of being angled, as on the single-deckers. This is partly because the near-side rear suspension assembly would encroach on the loading-platform space if the original layout had been adopted and partly because the designers wanted maximum roll stiffness. Longitudinal axle location has had to be provided by using trailing radius arms, as at the front wheels.

The B.M.M.O. Mk. II 10.5-litre direct-injection engine, although capable of producing 160 b.h.p. and 543 lb.-ft. torque, is down-rated to give 125 b.h.p. (net) at 1,700 r.p.m. and 463 lb.-ft. torque at 1,000 r.p.m. A Self-

*Extreme ease of handling is a characteristic of the Midland "Red" D.9, seen here negotiating traffic in Bull Street, central Birmingham. The Fluid-friction coupling makes it simple to ease the bus smoothly through thick traffic.*

## A BUSMAN'S DREAM

and quiet to ride in as any double-decker with separate body and chassis construction.

Since the prototype was described in *The Commercial Motor* on September 5, 1958, several design modifications have been carried out for incorporation in production vehicles, 195 of which are to be built. The most important change is that disc brakes are no longer used at the rear—not because of lack of efficiency, but because the discs were closely shrouded by the inner wheels and the body panels, which caused overheating, to the detriment of



(Left) This view of the upper saloon shows the one-piece plastics roof moulding, with its integral plastics hoop sticks. The divided seat squabs are of interest. (Above) Good manoeuvrability is offered by the D.9, and this is backed by a commendable range of driving vision. Access into the driver's cab is above average for a double-decker. (Right) Both rear wheels locked when braking from 30 m.p.h., but the bus remained quite stable and stopped in 47 ft.

the hubs. The adoption of drum brakes at the rear has enabled the transmission hand brake to be dispensed with and the hand-brake lever actuates the rear shoes in the conventional way.

The suspension owes much to recent S- and C-type single-deckers, in that similar Metalastik rubber components are employed at front and rear. The independent front suspension, calling for anchorages for the trailing radius arms ahead of the wheels, is the primary reason for the set-back front-wheel location.

The shortened wheelbase has reduced the turning circle

B24

Changing Gears Fluid-friction combined hydraulic coupling and centrifugal clutch assembly gives smooth operation in conjunction with the Self-Changing Gears RV28 semi-automatic gearbox and, because of its centrifugal clutch, also provides a higher degree of fuel economy than is obtainable from a conventional hydraulic coupling.

The self-contained four-speed gearbox is mounted amidships and is controlled by a small five-position electrical switch mounted on the left of the cab, where I found it appreciably more convenient to use than when outtrigged from the steering column. The box gives smooth changes

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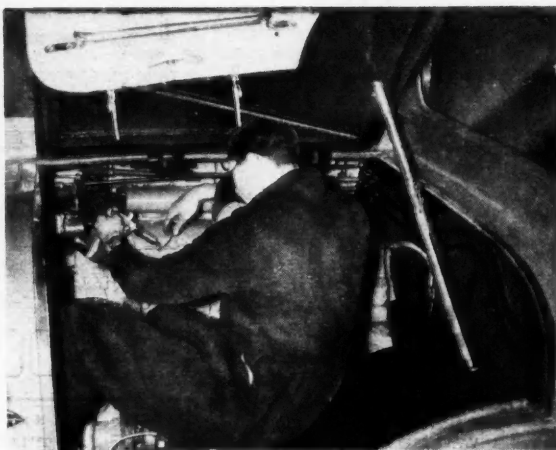
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*New Midland "Red" Double-decker Shows Admirable Handling and Comfort on Test : High Standard of Hill-climbing Ability, Acceleration and Fuel Economy*

**By John F. Moon, A.M.I.R.T.E.**



*All engine auxiliaries are easy to reach with the bonnet raised, and the near-side front wing and forward valance panel make a good working platform. The fuel-injection equipment is particularly well exposed.*

## REAM OF HOME



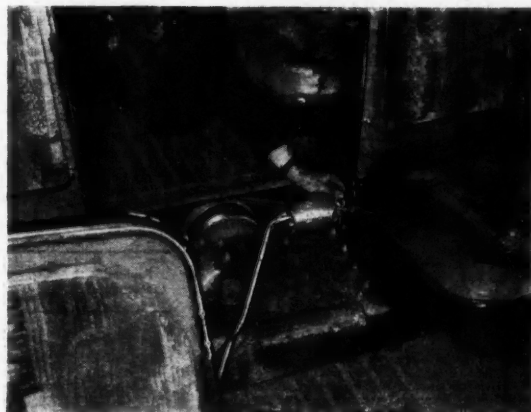
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if the control lever is moved swiftly and, although such sharp movements make staccato noises in the cab, these cannot be heard in either passenger saloon.

Continuous-flow powered hydraulic braking of Lockheed design is employed and boost is derived from a hydraulic pump driven from the rear of the gearbox, so that its output increases with road speed. This layout gives an exceptional degree of braking "feel" and a light pedal pressure at normal road speeds. The pedal pressure required increases as the speed reduces, but it never becomes excessive. This type of braking system has a big advantage over normal air-pressure designs in that exact control can be maintained at all times, irrespective of the number of passengers being carried.

The Marles steering has Hydrosteer hydraulic assistance, the setting of which has been regulated so as not to make the steering too light. A happy compromise has been arrived at, and the bus can be lightly steered round the sharpest corners and through the narrowest of city-traffic gaps without any risk of undesirable wander on the open road. The front wheels carry Michelin E.20 "X" tyres, on B7.5 rims, whilst at the rear the 6.00-in. wheels carry 10.00-20-in. (12-ply) equipment.



*A large floor trap, unobstructed by seat stanchions, gives access to the RV28 semi-automatic gearbox. A dipstick is used for the oil-level check, and behind the box can be seen the brake-pump drive belts.*



Body and framing are of B.M.M.O. design, but the underframe and lower body-side frame assemblies (including the inner stress panels) are constructed by Metal Sections, Ltd., Oldbury. They are all-steel, and the main cladding panels are of light alloy, but elsewhere in the body glass-fibre mouldings are used extensively.

A one-piece moulded roof, incorporating glass-fibre hoop sticks bonded to the panel during assembly, eliminates all metal components. Other plastics components include the driver's and emergency doors, front bulkhead, radiator grille, front cowl, bonnet, cab panels, staircase assembly, rear corner panels, and the front and rear upper-saloon waist panels, which incorporate the route-indicator boxes.

## ROAD TEST No. 685/M144—MIDLAND "RED" D.9 DOUBLE-DECKER

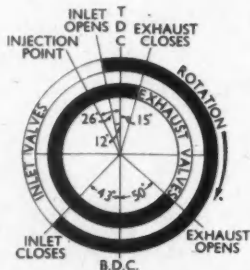
MODEL: B.M.M.O. (Midland "Red") D.9 17-ft. 1½-in.-wheelbase integral-construction rear-entrance double-deck bus.

## WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	8	1	3
Payload ..	4	15	2
Driver, observer, etc. ..	5	0	0
	13	2	1

## DISTRIBUTION:

Front axle ..	6	0	1
Rear axle ..	7	2	0



FIRING ORDER 1-5-3-6-2-4

COMPRESSION RATIO 16:1

VALVE CLEARANCES

INLET . . . . . 0.008"

EXHAUST . . . . . 0.010"

ENGINE: B.M.M.O. six-cylindered direct-injection oil engine; bore 124 mm. (4.88 in.); stroke 145 mm. (5.709 in.); piston-swept volume 10.5 litres (640 cu. in.); maximum net output 125 b.h.p. at 1,700 r.p.m.; R.A.C. rating 57 h.p.; maximum net torque 463 lb.-ft. at 1,000 r.p.m.

TRANSMISSION: Through Self-Changing Gears Fluid-friction 18-in.-diameter combined centrifugal clutch and hydraulic coupling to Self-Changing Gears RV28 four-speed electro-hydraulically controlled semi-automatic gearbox, thence to the fully floating underslung-worm rear axle.

GEAR RATIOS: 4.28, 2.43, 1.59 and 1 to 1 forward; reverse 5.97 to 1; rear-axle ratio 5.5 to 1.

BRAKES: Lockheed continuous-flow powered hydraulic system, with B.M.M.O. Girling disc brakes at the front wheels and B.M.M.O.-Kirkstall cam-operated leading-and-trailing-shoe drum brakes at the rear. Hand brake linked mechanically to rear wheels only. Diameter of discs, 16 in.; diameter of drums, 17 in.; friction-pad area, 68 sq. in.; rear lining width 6.5 in.; rear lining area 424 sq. in.

FRAME: Pressed-steel members integral with body. Welding and riveting employed.

STEERING: Marles cam-and-double-roller with Hydrosteer hydraulic servo.

SUSPENSION: Metalastik rubber suspension, with rubber units in compression and shear at the independent front-wheel suspension, and at the rear axle. Telescopic dampers at front and rear wheels.

ELECTRICAL: 24v. compensated-voltage-control system with 185-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 35 gal.

ACCELERATION: Through gears, 0-20 m.p.h., 11 sec.; 0-30 m.p.h., 23 sec.; 0-40 m.p.h., 45

sec.; direct drive, 10-20 m.p.h., 17 sec.; 10-30 m.p.h., 31.5 sec.

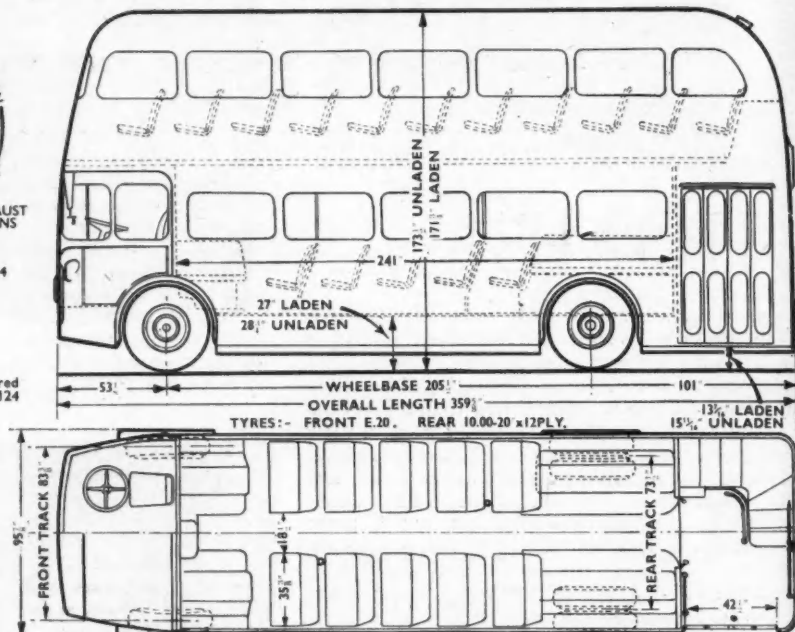
BRAKING: From 20 m.p.h., 23 ft. (19 ft. per sec. per sec.); from 30 m.p.h., 47 ft. (20.5 ft. per sec. per sec.).

WEIGHT RATIO: 0.475 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 7 ft. 9 in. of front panel at ground level on centre line.

TURNING CIRCLES: 64 ft. right lock, 63.5 ft. left lock. Swept circles: 67.75 ft. right lock, 67.25 ft. left lock.

MAKERS: Birmingham and Midland Motor Omnibus Co., Ltd., Birmingham.



## FUEL-CONSUMPTION ANALYSIS

Payload* (passengers)	Gross weight (cons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
78	13.1125	Non-stop	11.2	27.3	147	4,013
78	13.1125	Two stops per mile	8.3	23.6	109	2,618
78	13.1125	Six stops per mile	6.0	20.0	79	1,580
42	10.8625	Non-stop	12.0	27.5	130	3,575
42	10.8625	Two stops per mile	9.0	23.6	98	2,313
42	10.8625	Six stops per mile	6.1	20.5	66	1,353

\*Numbers of passengers based on rate of 16 per ton: numbers quoted are additional to driver and conductor.

No. 4850 was the double-decker provided for this exclusive road test, and its kerb weight was 8 tons 1½ cwt. Some 4½ tons of iron weights had been distributed over the floors of the lower and upper saloons and various cans of fuel and so forth brought the imposed load to 4 tons 15½ cwt., Jim Pearson and Bob Richards, of the B.M.M.O. experimental department, and myself accounting for a further ¼ ton. The running weight of 13 tons 2½ cwt., therefore, represented the weight of a bus with driver, conductor and 72 seated and six standing passengers—genuine rush-hour conditions.

Most of the test work was carried out on the Coleshill side of Birmingham. Braking performance was tackled first and was good. Only relatively light pressure was

required to bring the bus to a standstill in 23 ft. from 20 m.p.h. and in 47 ft. from 30 m.p.h. Good as these retardation figures are, they were marred slightly by squeal from the disc brakes, a noise that appeared worst under light pedal-pressure conditions.

Average maximum deceleration indicated by the Tapley meter was 63 per cent. and, when braking from 30 m.p.h. both rear wheels locked, leaving 30-ft.-long skid marks. The wheels were locking within 17 ft. of the brake pedal having been applied, indicating that full braking pressure was available within less than ¼ second of pressing the pedal. Hand-brake efficiency was correspondingly high, applications from 20 m.p.h. giving meter readings of

(Continued on page 293)

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# BRITAIN'S LEADING ROAD TEST EXPERTS PRAISE THE A.E.C. 'MERCURY'

**"A.E.C. 'Mercury's' power-to-weight ratio is best yet"**

*—Motor Transport*

**"A.E.C. 'Mercury' thrives on hard work"**

*—Commercial Vehicles*

Road tests carried out on the latest A.E.C. 'Mercury' by Britain's leading motor transport journals have produced unanimous praise of its performance and reliability under many varying conditions. One underlying fact emerges—that in capacity and size the 'Mercury' is miles ahead of any other vehicle in its class.

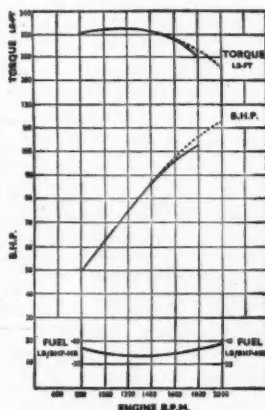
*As 'Motor Transport' says:*  
"... the 'Mercury' is hard to fault."

"With the 'Mercury', A.E.C. seems to have struck about the best balance to be achieved so far. The 'Mercury' is indeed one of comparatively few heavy vehicles that can traverse the whole length of the London-Birmingham motorway without the need for changing gear or, in fact, losing very much speed." "In the 14 ton class this vehicle has the highest power-to-weight ratio and it has the best fuel consumption too."

*From 'Modern Transport' praise is equally high:*

"The 'Mercury' had a general feeling of light handling and effortless performance."

"Speed of other traffic away from checks was comfortably matched and the number of



Performance curves of the A.E.C. AV470 six-cylinder diesel engine which powers the A.E.C. 'Mercury'.

necessary gear changes in this kind of going were substantially fewer than with most vehicles of this weight."

"... when 52-53 m.p.h. was recorded on the speedometer, at this speed it proved commendably stable, even when the steering was swung from side to side."

"Fitted with a 5.87 to 1 axle, the vehicle has a lively performance and left no impression of being overgeared at full load on our rather hilly route."

*And from 'The Commercial Motor':*

"... it's easy to understand why this model has remained one of the most popular of its type since its introduction over six years ago."

"The 'Mercury' is economical too. When tested under simulated trunk-operation condi-

tions 13.4 m.p.g. was returned, whilst town running drops this figure by only 0.6 m.p.g."

"Full speed operation on a stretch of motorway gave the highly commendable result of 11.9 m.p.g. at an average speed of 41.2 m.p.h. yielding a time load mileage factor of 6,856—a particularly high figure for a 14 ton gross vehicle."

"The combination of a 112 b.h.p. engine and five-speed synchromesh gearbox gives all the liveliness that could be asked for."

"The 'Mercury' is an easy vehicle to handle, and the low-geared steering makes light work of tight corners at low speeds."

"... operators working laden in one direction only could expect at least 16 m.p.g. overall from a 'Mercury' Mk.II."

"Suspension reached a high standard, helped partly by the telescopic dampers fitted as standard on the front axle."

*'Commercial Vehicles' says:*

"Like all A.E.C. engines, this type is notable for the high

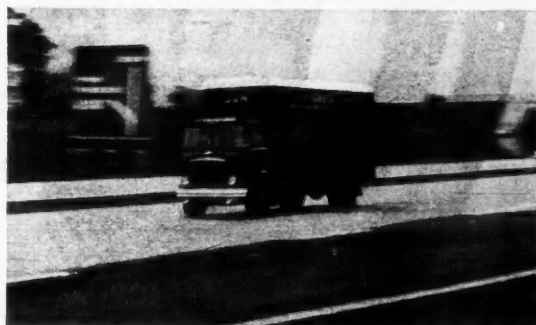
torque it develops, in relation to its swept volume. In this instance, the maximum net torque is 325 lb. ft., developed from 1,100 to 1,300 r.p.m. ... In fact it is a glutton for hard work."

"The high torque also commends itself for semi-trailer operation, where the permissible gross train weight with the standard single-drive rear axle is 18 tons."

"Braking performance is reliably adequate for all occasions, the average efficiency recorded in five emergency stops from 20 m.p.h. being 61.6 per cent."

"With its high torque, the 'Mercury' is no laggard and its acceleration makes driving a pleasure. To reach 20 m.p.h. from a standing start took an average of 15.4 seconds, whilst 0 to 30 m.p.h. needed 30.1 seconds."

"In keeping with the general sturdiness of the 'Mercury' chassis, the suspension system, too, appears to have ample reserves of strength."

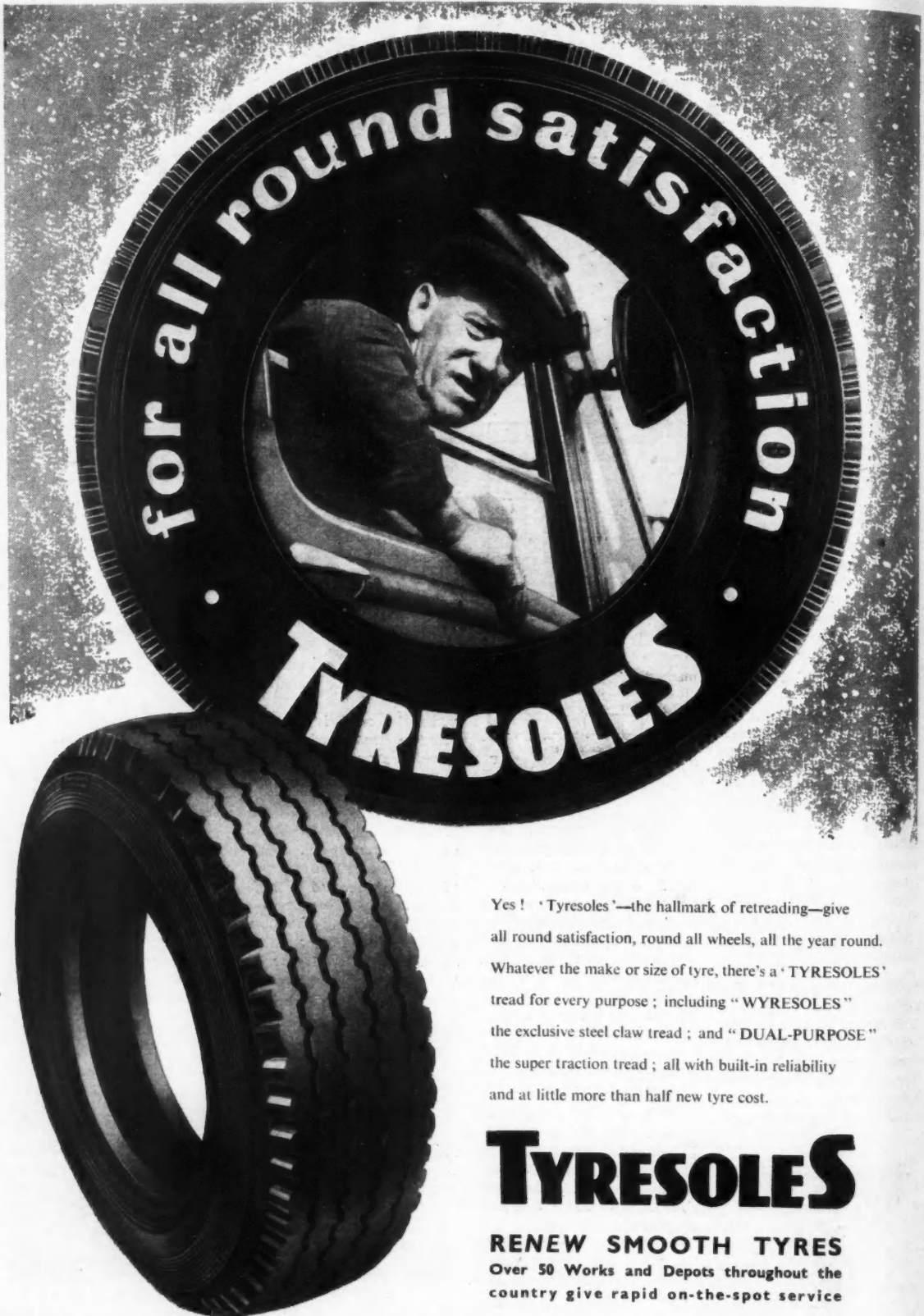


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26 per cent. and causing the rear tyres to mark the road surface heavily.

A five-mile out-and-return fuel-consumption test course was employed and three runs were made with the vehicle carrying its full load and repeated with half the iron weights (equivalent to 36 passengers) removed.

Study of the fuel-consumption analysis would suggest that possibly the consumption rates, when making stops, were inclined to be high, but the adjacent column shows that the average speeds based on the total time that the bus was moving were much above average for this type of test.

This accentuates the lively acceleration, which was being used to the full during these tests. Had the bus been driven in a more leisurely manner, more than 7 m.p.g. would probably have been obtained with full load. Indeed, I understand that D.9 buses already in service have been returning averages of more than 10 m.p.g. in city operation, which is commendable for 72-seaters.

Acceleration runs showed particular liveliness up to 30 m.p.h. from a standstill when starting in bottom gear. The time recorded between 30 m.p.h. and 40 m.p.h. was also most satisfactory. The direct-drive times appear slightly sluggish by comparison, but this is because of the high degree of coupling slip at up to 15 m.p.h., a feature illustrated by the faster acceleration between 20 m.p.h. and 30 m.p.h. compared with that between 10 m.p.h. and 20 m.p.h. Gear speeds observed showed that 18 m.p.h. could be reached in second gear, 30 m.p.h. in third gear and about 47 m.p.h. in top.

For the hill-climbing test, the fully laden D.9 was driven to Mucklow Hill, Halesowen, which is on a Midland "Red" bus route. This climb is 0.9 mile long, with an average gradient of 1 in 16.7 and sections of up to 1 in 11. The ascent was made in an ambient temperature of 42° F. and the 3½-minute climb caused the engine-coolant temperature to rise by only 14° F. from 147° F. to 161° F.

The lowest gear employed—second—was engaged three times for a total period of 1 minute 30 seconds. The minimum road speed observed was 13 m.p.h., underlining the spirited hill-climbing capabilities of the bus. Indeed, we were in danger of being balked during the ascent by an almost empty Midland "Red" bus of earlier vintage.

#### Severe Test for Brake Fade

To check for fade resistance, I coasted the double-decker down the hill at 20 m.p.h. in neutral for 2½ minutes. At the bottom a full-pressure stop produced a meter reading of 50 per cent. This figure is deceptive, because the road surface was wet and the rear wheels locked immediately, despite which the bus remained stable.

The test was severe, however, and shows the brakes to be relatively fade-free. An earlier check for fade resistance had been made at the completion of the fully-laden six-stops-per-mile fuel test, the thirtieth stop in this series being a "crash" halt, which produced 61 per cent. efficiency—only 2 per cent. lower than normal.

Gipsy Hill, Oldbury (maximum gradient 1 in 7) was the scene of the gradient stop-start tests. When facing both up and down hill, the hand brake held the vehicle easily and, although a first-gear restart revealed somewhat slow pick-up tendencies, a reverse restart was made comfortably. The general hill performance was entirely suitable for normal operation, particularly as the bus was running at about maximum weight.

So far as passengers are concerned, travellers in both saloons will find the D.9 to have good riding characteristics. Most noticeable of these is the marked lack of roll, even when twisting round small roundabouts at fairly high speeds. Engine noise is practically inaudible in the upper saloon and by no

means pronounced downstairs, although slight gearbox noise can be heard when sitting adjacent to the gearbox trap.

The seating layout of the lower saloon is of assistance to the conductor, in that, to clear the front wheels, the foremost seats face inwards, thereby giving him a clear floor space in which to collect fares at that end of the saloon.

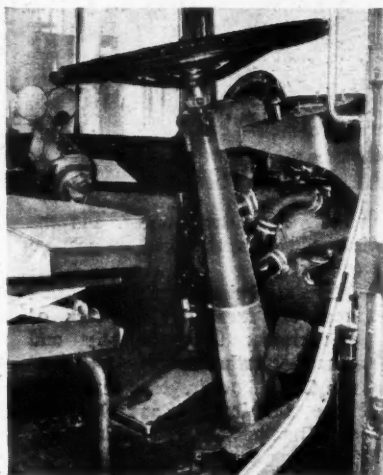
Midland "Red" drivers are among the best in Britain and are highly critical of the handling characteristics of their charges. They say the D.9 is the best double-decker they have ever driven.

#### Excellent Driving Conditions

Driving conditions can hardly be faulted. This holds true for the range of vision, the position of the controls and their lightness, access into the cab, the lack of engine noise and the thoughtful provision of an effective heating and demisting system, the demister nozzles of which are directed towards the front quarter light as well as the main windscreen panel.

A detail point worthy of note is that the heater and demister unit is connected directly to the engine dynamo circuit so that it cannot be left on when the driver stops his engine and leaves the cab. Another point is that the gear-change control has a master switch, which, when open, prevents accidental gear engagement.

Brief maintenance tasks showed the high degree of engine accessibility to be matched by the accessibility of most of the other major components. I was able to check the water level in six seconds, the engine oil level in 20 seconds (including the time to lift and close the bonnet), the gearbox oil level in 1 minute 24 seconds (including removal and replacement of the floor trap, which is secured by four budget locks), and the level in the brake-fluid reservoir in 16 seconds. This reservoir



*The cab of the D.9 is roomy, quiet, provides a good field of vision and has a heater and demister. The convenient location of the gear-change switch can be seen.*

is conveniently placed beneath the rear-side front seat cushion.

Two 6v. batteries are mounted beneath each of the rearmost seat cushions, and it was possible to verify all the cell levels in two minutes. The fluid reservoir for the steering-servo circuit is adjacent to the gearbox and its level can easily be checked when examining the gearbox oil level. Both components have dipsticks.

I verified the rear-axle oil level in 24 seconds, including climbing into and out of the pit. The filler neck is covered by a hinged flap, which is secured by a wing nut.

With the bonnet raised (1½ seconds) I removed the felt element of the main fuel filter in 28 seconds and replaced it in 44½ seconds, the filter accessibility making a pleasant change from that normally encountered on heavy vehicles. I then removed the copper gauze of the dry air cleaner in 1 minute 16 seconds and reassembled the filter in 1 minute 27 seconds.

My next job was to remove a fuel injector. I chose No. 2 and withdrew it in 1 minute 57 seconds without any difficulty, replacement occupying 2 minutes 47 seconds. The fuel system was bled in half a minute by running the engine, there being no priming lever on the lift pump.

I did not adjust the brakes, but checked them all visually in ½ minute. The front-brake pads were looked at to see how much friction material was left and the back-lash at the rear-brake cam levers was checked, judgment of clearance being a matter of experience.

The Midland "Red" D.9 is an outstanding vehicle in all respects and reflects the imagination of its designers and the skill of its builders. Despite such features as disc brakes and rubber suspension (both of which reduce maintenance), it is essentially simple and straightforward in conception.

# STAGGERING MUST COME



**N**O commercial concern would tolerate a situation in which 75 per cent. of its valuable capital equipment was idle for the greater part of the working day. Yet this is the situation facing the bus industry today.

Because of the fantastic cost of peak operation for a period varying between 15 minutes and an hour at each end of the working day, operators who serve heavily industrialized and populated areas have millions of pounds worth of buses in use for no more than four to five hours a day. Many vehicles are doing only one worthwhile journey morning and evening.

## Idle Buses

For the remainder of the time, costly garages are half-full of idle buses, and the whole situation is further complicated by awkward shift-working and spreadovers of 11-12 hours for crews, resulting in staff shortages and payment for time when work is not available.

Paradoxically, too many travellers carried during a short peak can be less economic than too few during the slack periods of the day.

The answer to this problem is not only urgent, but vital to the financial stability of the bus industry. In order to outline the difficulties facing the industry, *The Commercial Motor* asked important provincial companies and undertakings in England and Wales for information on the advantages of a general staggering of

working and school hours, and the views of general managers on possible solutions.

**The most significant point arising from the survey, is the lack of co-operation from industry and education authorities.**

Mr. D. M. Sinclair, general manager of the Birmingham and Midland Motor Omnibus Co., Ltd., pointed out that during the war there was an organized staggering scheme among the major factories in Coventry. Factories started at 7 a.m., 7.30 a.m., 8 a.m. and 8.30 a.m. and finished at 4.30 p.m., 5 p.m., 5.30 p.m. and 6 p.m. But immediately after the war this was virtually abandoned, despite protests from the transport undertakings concerned. The main reason was that workers on the 8 a.m. to 5.30 p.m. shift would not agree to take a turn at less popular hours.

One of the problems facing bus companies is that only about 25-30 per cent. of the employees of a particular factory travel on buses, and their workmates are reluctant to see the advantages of staggering.

Comparatively recently, Mr. W. P. James, chairman of the West Midland Traffic Commissioners, raised the question of the expense of "peak" operation during a fares application by the Birmingham and Midland Motor Omnibus Co., Ltd. The matter was brought to the notice of the Regional Board by Mr. James in his capacity as Regional Transport Commissioner.

They expressed approval in principle

of staggering of peak hours, and the matter was put to the Employers' Federation, who agreed that it would be an excellent thing—but the **eventual result was nil.** Nearly everyone pays lip service to staggering as a solution of the problem, but no one wishes to be the first to put it into operation.

Mr. Sinclair's view is that while there is a good case in theory for staggering, industrial managements are not prepared to force the issue with workpeople because of (a) competition for labour—unpopular hours do not attract—and (b) the percentage of the total labour force using stage-carriage services is

usually in the minority.

The company's recent experiences, so far as proposed reductions of the working week are concerned, are not encouraging. Although, together with Birmingham Transport Department, they were consulted by one of the largest Birmingham manufacturing concerns about an alteration of hours, their advice was ignored and the finishing time adopted has increased congestion during the evening peak.

## Rural Problems

In some country districts served by the company, where arrivals before 9 a.m. cater for business and school traffic, an alteration of school starting times to 9.30 a.m. could be a disadvantage. Additional journeys would be required and, if the journey time were more than 20 minutes each way, vehicles would have to start their outward journey by 8.35 a.m. As vehicles are not free by this time the undertaking might have to increase its fleet and run extra mileage without additional revenue.

The experience of Coventry Transport Department, serving a much more concentrated area, has been somewhat different. Mr. R. A. Fearnley, general manager, says staggering of both working and school hours has received particular attention during the post-war years. The principal outcome of many conferences with factory and trades union representatives has been the successful staggering of starting and finishing times of two large factories on opposite sides of the city.

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# JUST COME SOON

Each formerly required approximately 30 double-deck buses, but a stagger of 45 minutes has enabled the same buses to be used for both jobs.

The difficulty of reaching a satisfactory conclusion, even when there is voluntary co-operation, is shown, however, by the experience of Mr. E. V. Dyson, general manager of Huddersfield Transport Department. The largest single employers of labour in the town, Imperial Chemical Industries, Ltd., recently altered their working hours. The management had always co-operated in staggering the starting and finishing times of various shifts, and their premises are situated about 10 minutes' run from the town centre. A 40-minute staggering of finishing times—4.30 p.m., 4.50 p.m., and 5.10 p.m.—enabled the same vehicles to be used for the three shifts.

When preliminary discussions about the new hours of work took place it was agreed that it would be better to have a later start and alter starting times only, but this was not acceptable to the unions, who pressed for earlier finishing times, which were subsequently put into effect.

At Nottingham, three years ago, the Chamber of Commerce set up a committee for the staggering of working hours in central Nottingham. It comprised their own representatives, trade unions, city and county police, the local authority and passenger transport undertakings.

The first aim of the committee was to reduce the number of workpeople leaving their places of employment in the central area at 5.30 p.m. The total number leaving at this time was 12,000 whereas at 5.15 p.m. it was 1,500 and at 5.45 p.m., 4,000.

A successful start was made when the retail trades section of the Chamber of Commerce agreed to alter shop closing times for a trial period of four months from 5.30 p.m. to 5 p.m. on Monday and Tuesday, and 6 p.m. on Wednesday, Friday and Saturday (Thursday being early closing day).

The result was a reduction of approximately 10 minutes in the queuing time for services in the city centre.

Unfortunately, one or two of the larger stores refused to co-operate and the scheme was abandoned.

The general manager of Nottingham Transport Department, Mr. Ben England, considers that for the department to benefit there would have to be a movement of industrial starting and finishing times completely outside the present peaks. They could then achieve a reduction of up to 100 vehicles and crews, with an enhanced saving in wages, as the extensive spreadover penalty payments attached to part-day duties would be eliminated.

**PEAK** traffic, engendered by generally adopted working and school hours, is rapidly undermining the economy of public transport and throwing our cities into chaos. "The Commercial Motor" believes the problem justifies a full-scale inquiry on a national level.

G. DUNCAN JEWELL emphasizes the urgency of the situation in a series of three articles based on his own extensive survey. This first article deals with the broad problem as it concerns the passenger transport industry. The second will discuss the staggering of school hours, and the third will give possible solutions and some vital statistics.

Leeds Transport Department have found that changes in working hours over the past 30 years have produced a peak period out of all proportion to normal service requirements. The afternoon services of 266 buses have to be augmented by a further 360 buses in order to clear the city from 5 p.m. to 6.15 p.m. The cost of this is enormous and spreading the load from 4.30 p.m. to 6.30 p.m. would greatly benefit both the department and the travelling public.

Again, co-operation between works management and labour is almost non-existent.

Mr. T. G. Davies, general manager of the Western Welsh Omnibus Co., Ltd., has different problems. He says the extent of staggering necessary would differ in various districts and would have to be arranged locally. In this area there are many cases where a measure of staggering to suit one operator would be useless for another.

## Conflicting Needs

An example is the trading estate at Treforest, nine miles from Cardiff, and three miles from Pontypridd, where large numbers of people are employed and peak-hour travel arrangements are most costly. Staggering by half an hour would suit Pontypridd Urban District Council, who handle that town's traffic, but would be no good at all to the operators who carry traffic for longer distances.

Newcastle upon Tyne Transport Department are an exception to the general rule. Over the past 13 to 14 years they have achieved a reasonable degree of staggering, particularly with new industries.

When the Ministry of National Insurance headquarters were transferred to Newcastle in 1946, with a potential of 8,000 staff, it was agreed they should start at 8.15 a.m. and finish at 4.30 p.m. This means the greater part of the local traffic is carried by special services, involving 32

B31



There has been some degree of staggering in London, but the peaks remain acute and queues seem to be no shorter.



double-deck vehicles, without increasing maximum peak-period requirements. Had the department been unable to obtain this assistance, at least 36 additional vehicles would have been required at the morning and evening peaks.

Further advantages have accrued from the establishment of a number of light industries on the perimeter of the city, from which the traffic travels against the normal flow.

The existing position is that:— industry begins from 7 a.m. to 7.30 a.m., civil service from 8.15 a.m., commercial traffic from 8.30 a.m. to 9 a.m. and schools from 9 a.m. to 9.30 a.m. Finishing times are:— Schools, 4 p.m. to 4.30 p.m., civil service, 4.30 p.m., and industry and commerce, 5 p.m. to 6 p.m.

### Economy in Buses

Doncaster Transport Department have aimed at staggered hours at big factories divided by location—east and west of the Great North Road. They run shuttle services from the town centre mainly by way of duplication of stage-carriage services, morning and evening. As there is 30 minutes' difference in the starting and finishing times for various factories they are able to do a double run with a bus, serving the second factory on the second run.

In order to maintain this position, says Mr. T. Bamford, general manager they have had to campaign very strongly for, from time to time, factories on the later times have sought to finish earlier.

Maj. F. S. Eastwood, chairman of the Yorkshire Traffic Commissioners, believes that so far as cities like Leeds and Sheffield are concerned, the reduction in working hours will, in the main, lead to more overtime and can have little effect on the staggering of peak hours.

### Cars Cause Congestion

Mr. S. J. B. Skyrme, general manager of the Potteries Motor Traction Co., Ltd., says that staggering would be a great help at Stoke-on-Trent. At a large works south of the city many employees have their own cars, and most of this private transport leaves via Stoke at the same time each evening, causing a complete blockage which frequently delays the company's vehicles up to 20 minutes.

Some degree of staggering has been achieved in the pottery industry, where starting times vary from 6.30 a.m. to 9 a.m., with 7.30 a.m. and 8 a.m. as the main times. Finishing times, however, range only from 5 p.m. to 5.30 p.m. The area's other major industry

—mining—works a three-shift system. Similarly with school hours in Stoke-on-Trent, primary and secondary modern schools start at 9.30 a.m. and finish at 4.30 p.m.

In the smaller Lancashire towns the situation is rather better. Bolton Corporation consider themselves fortunate in that the two largest engineering concerns in the district whose factories are situated on the outskirts of the town, finish at 5 p.m., whereas the majority of the cotton mills finish at 5.30 p.m.

There is a gradual build-up of vehicles from 3.45 p.m. to the peak between 5 p.m. and 6 p.m. General manager, Mr. R. F. Bennett, thinks a further spread of finishing times between 4.30 p.m. and 6.15 p.m. could save approximately 7½ per cent. of the fleet, a reduction of 17 vehicles.

Warrington Transport Department have achieved a fair measure of staggering in the area, varying between 7.30 a.m. and 8 a.m. for works, and between 8.30 a.m. and 9 a.m. in shops and offices. Their main difficulty arises in the evening peak, when a majority of works and offices close between 5 p.m. and 5.18 p.m., producing an intensive short peak in the town centre between 5.20 p.m. and 5.50 p.m.

### Miners and Scholars

Operating in an area where cotton, coal and engineering predominate, with cotton mills working day shifts and finishing between 5 p.m. and 5.30 p.m., Lancashire United Transport, Ltd., can use peak buses to cover collieries and schools as well as peak traffic.

**The cotton industry is now engaged in changing over to the two-shift system, which Mr. C. C. Oakham, general manager, thinks will improve conditions.**

United Automobile Services, Ltd., because of the extensive nature of their operations and the varying distances between destinations, consider staggering of hours would be of little help. Mr. D. F. Deacon, traffic manager, says that some 36 per cent. of the fleet is employed during peak hours only, but so many of the journeys are of an hour or more in duration that staggering by less than 1¼ or 1½ hours would be of little use.

Mr. A. F. Neal, general manager of Manchester Transport Department, in a paper read before the Institute of Transport (*The Commercial Motor*, January 15) suggested that the problem was growing steadily worse. Maximum demands generally were between 7 a.m. and 9 a.m., and 4 p.m. and 6.30 p.m., and an accentuated peak within these periods often called for a maxi-

mum number of vehicles in effective service for only 15 minutes.

Using the maximum peak service as a basis, he found the off-peak varied between 27 and 80 per cent. in the case of local authorities, and was probably less than 50 per cent. in half the undertakings.

**One reason for the decline was the introduction of the reduced working week in industry and the wide adoption of a five-day week.**

For comparison he pointed out that one large undertaking in its four main peak hours of 7 a.m. to 9 a.m., and 5 p.m. to 7 p.m., carried 44.9 per cent. of its passengers in 1939. Now, some 20 years later, the figure is 48.2 per cent. From 10 a.m. to 4 p.m. it is now 21.1 per cent. compared, with 24.3 per cent. in 1939.

### Chance to Save

In his view great savings could be effected by reducing the peaks during the worst 15 minutes at each end of the day. Other aids suggested were to help conductors by the use of simple fare systems; abolition of ½d. fares, and the universal operation of 8-ft.-wide vehicles with front entrances and the highest effective carrying capacity.

Mr. F. Williamson, chairman of the North Western Traffic Commissioners, is taking all possible steps to meet the main difficulties in the area—the country-wide one of fitting new starting and finishing times for industry into the scheme of things and the Lancashire problem of the reorganization of the cotton industry.

In a number of cases agreement had been made between workers and managements, concerning new starting or finishing times, without prior consultation with transport operators. For example, 300 workers at a factory on Wrexham's Trading Estate decided to finish 15 minutes earlier each day and ran into transport difficulties because Crosville Motor Services, Ltd., had not been consulted and could not find the requisite number of buses.

### No Consultation

Similarly, Imperial Chemical Industries, at Northwich, agreed alterations with 8,000 workers. There was no pre-consultation with the North Western Road Car Co., Ltd., and only a limited number of vehicles could be provided.

To assist in coping with this kind of problem, Mr. Williamson sent a letter to 20 of the major companies in the cotton area advising them of pending developments and promising speedy action where variations or new services were required.



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## PETROL...

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91 b.h.p. six-cylinder with  
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WITH its manoeuvrability, low loading height and alternative 'underfloor' power units providing long, trouble-free service between overhauls, the Karrier 'Gamecock' is the ideal vehicle for the busy operator. The new three-seat cab with panoramic windscreen affords maximum visibility and comfort for driver and two passengers and is insulated against noise and extremes of temperature, thus reducing driving fatigue to a minimum. Alternative wheelbases of 9' 7" and 11' 9" are available.

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## Political Commentary

By JANUS

## HEAVEN'S GIFT

NOW that Budget day has passed and the debate concluded on the economic situation, there are still to come the usual leisurely discussions on the Finance Bill, but one may be reasonably certain of no significant changes in the programme for the financial year laid down by the Chancellor of the Exchequer. As in the past, the road interests have done all they can to argue in favour of reducing road taxation, and they are already scrutinizing the Budget speech for clues that may help them in their approach next year. Whether they have found any new arguments is doubtful.

The difficulty of making an impression upon the Chancellor has perhaps been more obvious this time than ever before. The official view is continually hardening against concessions to road users, whatever may be the experience of other sections of the community. There is little belief these days in the myth of a stony-hearted Chancellor advised by harpies. There are some circumstances in which they can be made to yield. If a tax causes hardship and is plainly seen to do so, they will try to mitigate it, and they will be reasonable about reducing or even abolishing an impost that defeats its own ends, as happens with a tax on certain forms of entertainment.

Where it is notoriously difficult to arouse Treasury sympathy is with a tax that brings in more and more money every year. Regarded objectively, the fuel tax might almost have been Heaven's gift to the Chancellor. It can be levied in bond on an import that provides no temptation for the smuggler. The effect is spread over the whole community, but it appears to be slightly more severe upon people who, because they run a car, are presumed to be a little better off than their neighbours. The revenue increases rapidly and steadily, and the tax, even at 2s. 6d. a gallon, does not discourage the use of liquid fuel.

## Popular Appeal

Against the tax, at any rate at its present level, there are arguments impressive economically, but lacking in immediate popular appeal. The cost of transport is reflected in the price of every commodity and therefore in the cost of living, which should therefore fall if the cost of transport by road is reduced. People are not conscious, however, that the cost is unduly high. On the contrary, they believe it to be low, especially in comparison with railway charges. The passenger grumbles about fares, but reluctantly admits that they are not the only things that have risen in price; and again his impression is that it is cheaper to travel by road than by rail.

Another argument even more remote from popular concern is that high taxation on the motor manufacturing industry in Britain reflects upon the competitive power of the manufacturers in overseas markets. Although this difficulty, which applies especially to purchase tax, is genuine, the case cannot be translated into precise figures of export orders lost and cannot be presented in a way that the public will easily understand. They see no difficulty in the sale of cars and commercial vehicles at home, and may even imagine that sales abroad are stimulated by restrictions in the British market.

If the standard arguments against a high fuel tax do not convince the Chancellor and the Treasury, their appetite will be whetted, rather than anything else, by the supporting facts and figures. The British Road Federation, for example, after putting a case that ought to have been

found conclusive for lowering the rate of motor fuel duty, went on to explain carefully how, with a reduced tax and a greatly increased road programme expenditure, the Government would still have a lot of money left over as a contribution to general revenue.

The Chancellor may have been indifferent to the arguments. He could not have been indifferent to the accompanying tables, which spread a glittering vista before him. The rate of taxation current for the financial year just ended has brought in £568m. The B.R.F. estimate—and call their figures conservative—that there will be a 5 per cent. annual increase in fuel consumed and a 6½ per cent. annual increase in the number of vehicles in circulation. On these assumptions, motor fuel tax, vehicle licence duties and purchase tax will be producing £750m. in 1965.

In the opinion of the B.R.F., this would be an intolerable burden on vehicle usage. The Chancellor on the other hand might regard the figure as a fertile part of his revenue that saves him from having to raise the money elsewhere. The proposal put forward by the B.R.F. was for a shilling a gallon off the fuel tax and further reductions in purchase tax. By this means, revenue in 1965 from road users would be £507m. This is a good deal of money, but not nearly as much as £750m.

## Better Roads

With the other side of their case the B.R.F. were on firmer ground in the sense that the Government could not shrug aside what they said: There must be more and better roads. Prior to the Budget, the last comprehensive statement on road expenditure was made as long ago as January, 1959, and proposed expenditure that would rise very slowly from £108m. this year to £127m. in 1965. What the B.R.F. were proposing was that this figure should be £247m., or nearly twice as much.

One point the Chancellor may have noticed in the B.R.F. calculations was that, whichever way taxation and road expenditure went, the estimated number of vehicles in any year remained the same, and so did the extent to which those vehicles would be used. The public are determined to travel by road and to use road transport. It has become part of the pattern of their lives.

There are disagreeable consequences if the Chancellor merely takes advantage of that pattern in order to raise revenue and neglects all other considerations. The consequences of road congestion and of road accidents cannot be set out entirely in financial terms, but they are notorious and cannot be side-stepped.

The hardening of the official attitude on taxation may be matched by an increasing willingness to spend money on roads. From one point of view the approaches to the Chancellor in advance of the Budget may have seemed futile. They merely drew his attention to a land flowing with milk and honey. The effect may have been little more successful than asking a highwayman to be satisfied with half. Road users have no weapons or sanctions. They cannot go on strike. They would make themselves unpopular if they suggested other ways of raising the money now contributed by them. If they were to find an alternative fuel it would probably be taxed immediately. They have a growing and a justifiable hope, however, that the money they pay, which must often have solved problems for the Government, will now be diverted a little more generously towards the solution of their own problem.



## "Weight Certificate Obtained by Fraud"

**B**LAME for false statements concerning the unladen weight of a special-A-licence vehicle owned by Mr. John Scott is placed by the Transport Tribunal on K. and B. Motors, Ltd., Newcastle. In a reserved decision on an appeal by Mr. Scott against the revocation of the licence by the Northern Licensing Authority, they say: "Our view is that the expense and anxiety he has suffered by reason of the prolonged investigation of this case have more than amply 'purged' his offence. It follows that no regard should be had to his 'offence' in considering any future application the applicant may make."

The licence was revoked in November, 1958, on the ground that Mr. Scott had falsely stated the unladen weight of the vehicle to be 2 tons 17 cwt. 105 lb. On appeal last July, the Tribunal referred the case back to the Licensing Authority to hold a further inquiry to obtain, if possible, the answers to 10 questions. The inquiry was held last November (*The Commercial Motor*, November 13 and 20).

A weighbridge certificate from the Workshops for the Adult Blind, Newcastle, was produced, purporting to show the weight of the vehicle as 2 tons 17 cwt. 105 lb. On the day in question, however, the vehicle was working in Cumberland and was weighed at a chemical works, where the weight was recorded as 3 tons 17 cwt. 3 qtr.

K. and B. Motors, through Mr. Waters, managing director, sold Mr. Scott a B.M.C. 7-tonner with special A licence.

Of the total purchase price, £600 was treated by K. and B. Motors as the cost of the licence. Mr. Scott signed a blank application form for a special A licence.

The weight of the lorry was declared to Cumberland County Council as 3 tons 12 cwt. 37 lb. It was when the Licensing Authority discovered the discrepancy that he revoked the licence.

The licence in question had been issued in 1954 to a Mr. Morris, of Sunderland, for a Seddon vehicle with a declared weight of 2 tons 17 cwt. 109 lb. K. and B. Motors bought the licence from him and transferred it to the B.M.C. lorry, which was declared to Northumberland County Council as weighing 2 tons 17 cwt. 105 lb.

To sell the licence Mr. Morris signed two blank forms. These were completed by the Road Haulage Association, and asked for the B.M.C. vehicle to be substituted for the vehicle specified in Mr.

Morris' licence and for the B.M.C. to be deleted from the licence on assignment to Mr. Scott. In fact, Mr. Morris had nothing to do with the B.M.C. lorry.

The Tribunal find that this vehicle weighed not less than 3 tons 12 cwt., but Mr. Scott had no intention of misleading the Licensing Authority. The weight certificate was procured by fraud on the part of a servant of K. and B. Motors. Statements made to the Licensing Authority about the unladen weight were untrue and were "made or procured to be made" by a servant of K. and B. Motors, who either knew them to be false or had no honest belief in their truth.

By signing a blank application form Mr. Scott authorized the company to act as his agents and, the Tribunal state, "cannot accordingly escape responsibility for the false statement which, albeit for their own purposes, the company made in his name." They think, however, that he has already suffered a great enough penalty.

The revoked licence was due to expire on April 30, 1959, and the Tribunal have made no order on the appeal.

They reiterate earlier advice that, where unladen weight is a material fact, a Licensing Authority should always require it to be certified by a weighbridge approved by him.

## Unloading Sugar Pneumatically

**A** NEW vehicle designed for the bulk carriage and low-pressure pneumatic discharge of sugar to overhead storage has been built by Bonallack and Sons, Ltd., Basildon, for Westburn Sugar Refineries, Ltd., Greenock. The load is carried in three hoppers, each with a volumetric capacity of 5 tons, pressurized to 10 p.s.i. and mounted on a Cranes 15-16-ton semi-trailer chassis. The outfit is drawn by Foden KETU 6/24 tractor.

Mounted immediately behind the tractor cab is a Godfrey MU 1000 positive-displacement blower, driven from the gearbox power take-off. The blower supplies 600 c.f.m. of air at a maximum pressure of 10 p.s.i. The high-pitched whine sometimes associated with blowers of the Roots type has been almost entirely eliminated by the incorporation of a special silencer. Provision has been made for the air to be filtered before it reaches the hoppers.

Discharge from the light-alloy containers, which have a total capacity of 642 cu. ft. plus ullage, is through a single manifold running beneath the semi-trailer and a flexible hose to the storage-tank intake.

Teleflex controls are grouped on a

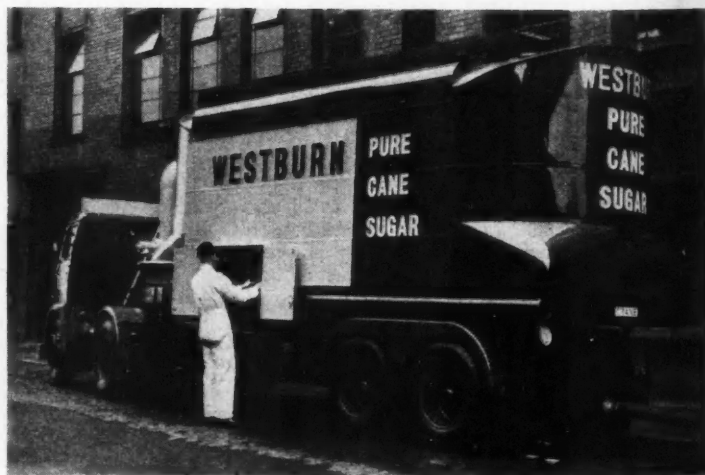
panel mounted at the front near side of the semi-trailer. These operate three butterfly valves controlling the rate of sugar flowing into the discharge manifold, and a full-flow butterfly valve regulating the main air flow.

Three full-flow valves supplying air to the containers are also mounted on the panel, together with pressure gauges which indicate the blower and container pressures. This is believed to be the first

time that Teleflex controls have been used for an application of this kind.

Any one of the three hoppers may be selected for discharge, and pressure may be built up in either or both of two vessels while the third is discharging.

The overall dimensions of the vehicle are: length, 34 ft. 11½ in.; width, 7 ft. 10 in.; height, 12 ft. 10 in. The gross laden weight is approximately 24 tons. Lubrication is carried out automatically by the Tecalemit Syndromic system, for which Bonallack are authorized fitters.



Bonallack built this vehicle for Westburn Sugar Refineries, Ltd., to carry a 15-ton load of sugar in three pressurized hoppers.

THE latest to be produced by 140 Chester designed to Japanese design has a two-ton pick-up a 9-cwt. payload. The three-ton PV/60. It is power-cylindrical developing This fan-beneath the a hypoid rear four speeds propeller provided. Suspension springs and

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## New Export 9-cwt. Three-wheeler

THE latest three-wheeled goods vehicle to be produced by W. R. Pashley, Ltd., 140 Chester Street, Birmingham, 6, is designed to compete with Italian and Japanese designs in overseas markets. It has a two-seat open-sided cab and, with the pick-up bodywork offered, can carry a 9-cwt. payload.

The three-wheeler, which is known as the PV/60, has a wheelbase of 7 ft. 5 in. It is powered by an Excelsior twin-cylindrical two-stroke petrol engine developing 16 b.h.p. at 4,750 r.p.m.

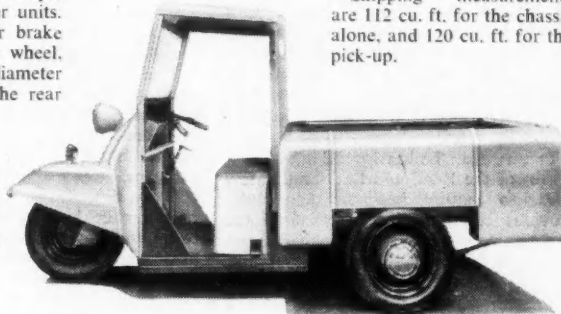
This fan-cooled 325-c.c. unit, mounted beneath the bench seat in the cab, drives a hypoid rear axle through a gearbox with four speeds and reverse, and a single-piece propeller shaft. An electric starter is provided.

Suspension at the rear is by semi-elliptic springs and telescopic dampers. Follow-

ing motorcycle practice, the single front wheel is carried on pivoting forks turned by handlebars. Swinging links join the front axle to the fork ends and resilience is provided by telescopic spring and damper units.

A 7-in.-diameter brake acts on the front wheel, and two 9-in.-diameter Girling units at the rear

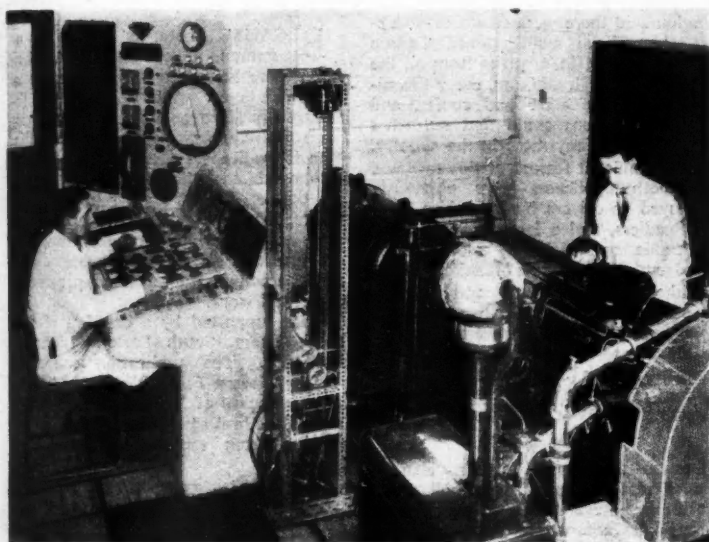
*The Pashley pick-up has been designed to compete against Italian and Japanese products overseas.*



wheels are actuated hydraulically. Tyres are 5.20-14 in. on all wheels.

The bare chassis is 9 ft. 5 in. long overall, and this is increased to 10 ft. 4 in. when a pick-up body is fitted. The body measures 5 ft. by 4 ft. 5 in. and is 1 ft. 4 in. deep.

Shipping measurements are 112 cu. ft. for the chassis alone, and 120 cu. ft. for the pick-up.



*One of four dynamometer rooms in Vauxhall's new building at Luton. The panel on the left is for the control of the engine under test. The operator on the right is checking timing with a stroboscope.*

## Vauxhall Expand Research Work

A NEW two-storey building recently completed at the Luton factory of Vauxhall Motors, Ltd., is to be devoted solely to development work on petrol and oil engines. Eventually it will house 16 engine dynamometers and a roller dynamometer for testing engines installed in vehicles.

At present three dynamometers are in operation. They are American units built by the General Electric Co. and can absorb up to 150 b.h.p. at a maximum speed of 6,000 r.p.m. A Heenan and Froude dynamometer of 200 b.h.p. capacity at 5,000 r.p.m. will be installed shortly.

The new building contains shops for testing carburetors and fuel-injection equipment. A cold room will be completed later for testing vehicles and components at temperatures below zero.

Vauxhall are also extending their use of test rigs for static component testing. The whole scheme is the first stage of a programme intended to expand the facilities for vehicle development.

## Standard-Triumph Form New Concerns

TWO new subsidiary companies have been formed by Standard-Triumph International.

Standard-Triumph (Liverpool), Ltd., which will be the manufacturing subsidiary at Speke, will have Mr. A. S. Dick as executive chairman, Mr. F. B. Dixon as managing director, and Mr. M. J. Tustin and Mr. L. A. Woodall as directors.

Standard-Triumph Engineering, Ltd., which will be responsible for Group engineering, design and research, will have Mr. Tustin as executive chairman, Mr. H. G. Webster as director and general manager, and Mr. Dixon, Mr.

J. A. Lind and Mr. M. Whitfield as directors.

Mr. Dixon, who joins the board of Standard-Triumph International, was formerly a director of Briggs Motor Bodies.

Other changes: Mr. Dick relinquishes his seat on the boards of Standard-Triumph Sales, Ltd., and Triumph Motor Co. (1945), Ltd., and is succeeded as executive chairman of each by Mr. Whitfield.

Mr. Tustin relinquishes his seat on the board of the Standard Motor Co., Ltd., and Mr. A. C. Swindle has been appointed works director.

Standard-Triumph Group Services, Ltd.: Mr. K. Aspland, Mr. H. S. Weale, Mr. Webster and Mr. Whitfield relinquish their seats on the board and the following new appointments have been made: Mr. J. K. S. Carpenter, executive director, Mr. W. H. Boardman, director and Group financial accountant, Mr. F. J. Leaver, director and Group cost accountant.

Mr. K. Aspland and Mr. S. G. Seymour have joined the board of Alford Newton, Ltd. Mr. E. B. Montesole has retired as chairman of Mulliners, Ltd., and is succeeded by Col. C. White. Mr. H. S. Weale has joined the board.

Mr. L. A. Woodall is to be executive chairman of Forward Radiator Co., Ltd.

**Significant Licensing Cases**

By G. Duncan Jewell

# When the Police Must Act

**H**AULIERS who have been convicted for carrying stolen goods in vehicles should be opposed by the police when seeking the renewal or variation of their licences, thinks Mr. J. A. T. Hanlon, Northern Licensing Authority.

In two cases he has invoked Section 6 (2) (b) of the Road and Rail Traffic Act, 1933, to inquire into the applicants' previous conduct as carriers of goods. In one, where the applicant had been convicted of receiving stolen metal and carrying it in a B-licensed vehicle, he refused the change of a special-A licence into a public A.

Why the police had never appeared before the Authority since the passing of the Act to prevent stolen goods being carried by licensed vehicles was beyond comprehension, said Mr. Hanlon. The question was important and, if necessary, the police should come forward and object to the granting of any sort of licence for the carriage of goods by a person with a criminal record whose conduct had involved the carriage of stolen goods on licensed vehicles.

Mr. Hanlon added that if a man applied for a hackney carriage or beer licence and had a criminal record, the police were usually active in objecting, but they had never taken steps in the past to see that such a person had his previous conduct taken into account when seeking a licence for a goods vehicle.

He hoped they would do so in future, but the question of the police acting as objectors raises a number of questions which ought to be clarified.

Are other offences, such as drunken driving, also to be taken into consideration? What would be the position of the holder of a licence where a driver, without his knowledge, was involved in criminal activities with the vehicle?

If this section of the Act were intended to apply to breaches of the law other than those connected with licensing, why have the Authorities been so long in pointing out to the police their duties in this connection?

So far as can be ascertained, the police have never appeared in the role of objectors to the grant of a goods licence.

## More Liaison Between Areas Required

**F**ROM time to time there have been complaints from hauliers that applications in a particular Traffic Area which are likely to affect operators in other Areas are not sufficiently publicized.

A particularly glaring case came to light in the Northern Area when Messrs. B. P. Quinn and J. E. Hall sought variations of a B licence, for caravan-towing,

B38

granted by the Northern Licensing Authority in 1959 with a base at Darlington.

There were strong objections by a number of Yorkshire-based hauliers to the variation application, which was for additional vehicles, including articulated outfits, both for carrying and towing caravans.

It was disclosed that the original application made by Mr. Quinn, to operate two Land-Rovers from Darlington, was made while he was living in Huddersfield, and the objectors contended that because they did not know of the application, which was published only in the Northern issue of *Applications and Decisions*, they were unable to oppose it.

Dealing with this specific question, Mr. Hanlon said there were means of watching the official publications. Certain associations obtained copies from all the Traffic Areas. In addition, every Licensing Authority's office had copies, and interested persons could find out what was happening anywhere in the country.

The significant feature of this case was that both applicants were previously employed as drivers by Yorkshire caravan hauliers, and a large proportion of the traffic on which the evidence was based emanated from Yorkshire.

Although the law was complied with by publication in the Northern *Applications and Decisions*, the result was to enable newcomers to set up in direct competition with their previous employers without giving them any opportunity of objecting.

## Partial Grant

Despite these protests, Mr. Hanlon granted part of the variation application, concerning an articulated vehicle to carry outsize caravans, on the evidence of a Hull manufacturing company.

There were repercussions in the Yorkshire Traffic Area at Bridlington when Maj. F. S. Eastwood, the Licensing Authority, was told by objectors to a Hull caravan application of incursions into that area by the Darlington-based Quinn and Hall vehicles.

Mr. R. E. Paterson, for the objectors, recounting the history of the Northern licence, suggested that a grant should not have been made without reference to the Yorkshire Area.

Maj. Eastwood's not unnatural reaction was surprise that he had not been consulted. He proposed to communicate with Mr. Hanlon.

Whilst consultation between Authorities in cases affecting more than one Area is a safeguard, justice would be better served if there were publication of applications in every Area likely to be affected.

This might be either at the time an application is made or, if the implications do not come to light until the actual

inquiry, this should be adjourned. Wide publication could then be made and objectors could appear at the resumed hearing.

Larger haulage concerns can afford to employ someone to check all applications and deal with licensing matters generally. Smaller operators have neither the time nor the money to indulge in regular research of this sort, particularly if they live at a distance from an Area office. Nor could busy secretaries of the Road Haulage Association be expected to cover the whole ground on behalf of their numerous members.

## Is an A Licence Worth Only a B?

**B**ECAUSE there is little or no common policy among Authorities with regard to their treatment of normal user, and because of the publicity given to grants which appear restrictive, many hauliers believe that their A licences are now little better than limited B licences.

I believe that whatever normal user a haulier has declared, he is entitled to carry anything which is offered anywhere, provided that it does not become regular traffic amounting to a large percentage of normal work.

I am supported by a decision of Mr. H. J. Thom, South Eastern Licensing Authority. The application concerned was by Messrs. F. W. Tippen and Sons, and was heard at Maidstone in October, 1959. The firm sought the transfer of six vehicles from special-A to public A licence.

Tippen, after agreement at road and rail negotiating committee, sought a normal user of "goods, England and Wales." Mr. Thom said that the Transport Tribunal's statements regarding the use of "general goods, Great Britain" must also apply to "general goods" or "goods, England and Wales," if only because there must be some definition of the main traffic carried.

In this case the figures obviously showed that the main traffic outwards was agricultural produce and requisites, amounting to £6,623 in the year, as against £3,165 for the next major item, miscellaneous goods. The main traffic amounted to 55 per cent. of that outwards.

Mr. Thom suggested a normal user of "goods, mainly agricultural produce and requisites, England and Wales." This was how he tried to deal with the question of normal user. It did not prevent the carriage of any other goods in England and Wales, provided that the major traffic did not become the minor proportion.

If that were not acceptable, he added,

(Continued on page 301)

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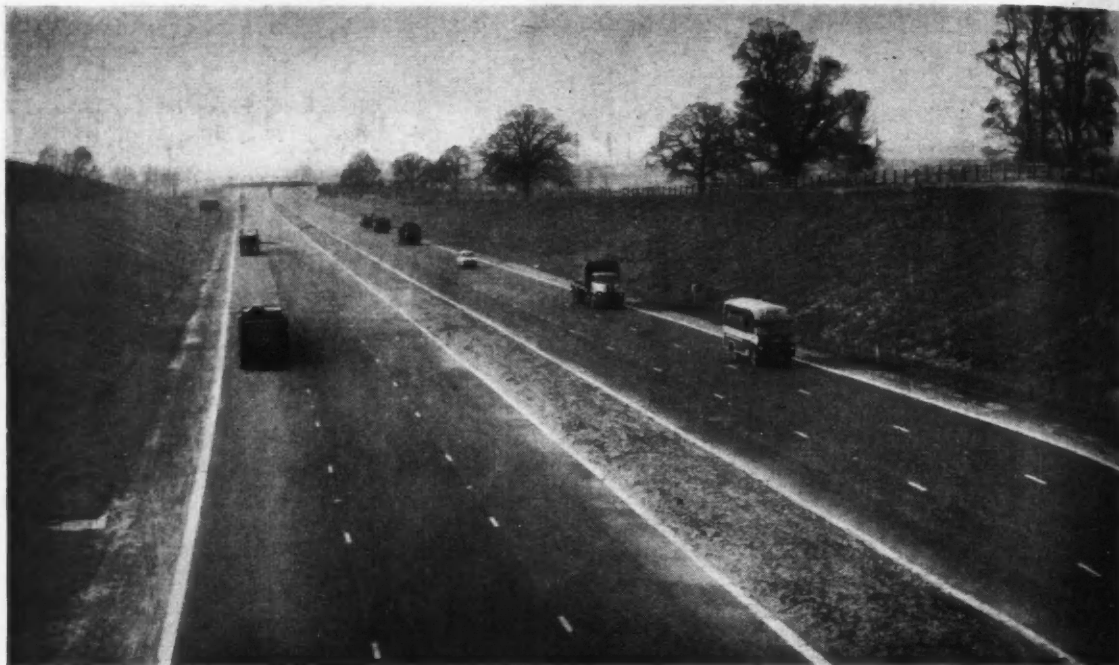
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he would not stand in the way of the applicants' defining all that they did. He would then have to define every article mentioned in the figures, and he would prescribe the exact districts for each one. That would be nonsense, but he was prepared to do it.

After a submission on behalf of the applicants that because the balance was so small a change of 10.5 per cent. in the traffic would put the agricultural work in the minority, Mr. Thom said that the main traffic was identifiable as distinct from a large number of miscellaneous items.

He was then asked if the normal user would be infringed if the value of wood-shavings traffic went up from £500 to £1,000. At £500 it was less than the value of agricultural work. Mr. Thom replied that this would be permissible if the agricultural items mentioned in the normal user remained the main traffic (even if they decreased to 30-40 per cent. of the total) provided that no other individual item was greater.

If any difficulty arose in the future, his remarks could be quoted. The normal user referred to the major item of haulage—the main traffic—and there was complete freedom to do anything else in England and Wales if no particular item exceeded the agricultural work. If it did, then a variation must be sought.

## The Value of Letters as Evidence

COMPLAINTS by British Railways, in their self-appointed position as watchdogs, that there is a tendency towards accepting customers' letters as proof of need despite the Tribunal's pronouncements that they have little value may have some justification.

Accepting the proposition that it is next to impossible to obtain witnesses from undertakings such as Imperial Chemical Industries, Ltd., and Dorman Long, Ltd., Mr. G. W. Duncan, Northern Deputy Licensing Authority, granted additional A-licensed vehicles to Siddle C. Cook, Ltd., and H. L. Walker, Ltd., solely on documentary evidence of the boom in steel traffic from Tees-side.

On the other hand, Mr. Hanlon apparently takes a different view, for shortly afterwards he refused a similar application by Spinks Transport Services, Ltd., on the ground that letters were insufficient evidence.

Similarly, Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, refused an application by J. Williamson (Haulage Contractors), Ltd., for an additional vehicle to cover increased work for H. J. Heinz and Co., Ltd., saving that letters dealing with an issue of need were not in themselves sufficient, and there would be no grant without witnesses.

Mr. Jolliffe added that, in his view, letters dealing with statements of fact, as distinct from questions of need, were cogent evidence.

The British Transport Commission are putting the issue to the test and have appealed against the Cook decision.

## Smoke Signals

The Scottish Area of the Road Haulage Association are concerned at the growth of bad debts during recent months, the concerns responsible being mainly mushroom clearing houses who depart overnight after a brief but hectic career owing money to all and sundry. The recovery of money owing to members has become big business, and five cases against clearing-houses are pending at the moment.

*Indiscriminate use of the names of hauliers, who are said to have been unable to provide vehicles for hire, by applicants seeking to bolster their evidence of need is causing concern to Yorkshire hauliers. The Authority is to be asked to allow a locus to any operator whose name is mentioned, if he is not an objector, so that unfounded allegations can be rebutted.*

## Figures Ought to Be Exchanged

THE vexed question of whether objectors should be furnished with an applicant's figures before the date of inquiry, to enable them to present a proper case, was raised before Mr. Jolliffe at Manchester.

H. Nuttall and Sons, Ltd., Heywood, were seeking a vehicle to replace a trailer, and on the production of a large bundle of figures, Mr. G. H. P. Beames, for the Commission, submitted that it was unreasonable to inundate objectors with figures and schedules at the last minute.

He added that after a preview of the figures his clients could decide whether or not to call evidence, and might well withdraw. Mr. Jolliffe said that the figures were dated two months previously, and Mr. Beames' was a reasonable complaint. An exchange of documents should be made before the hearing whenever possible.

## Should Unopposed Cases Be Heard?

THERE have been complaints recently that Mr. W. P. James, West Midlands Licensing Authority, has been causing delays in dealing with applications by bringing unopposed cases to inquiry.

Regular attenders of hearings in the West Midlands will be well aware that this is ill-informed criticism. There is always a good reason if an applicant is brought to public inquiry.

Many small hauliers have good reason to be grateful to Mr. James, for many of the inquiries are held in their interests. For instance, agreement at road and rail negotiating committee level is not always in the best interest of the small operator, particularly when there is a question concerning normal user.

A few minutes spent before the Authority, during which he ascertains whether the agreement is properly understood, may avoid much future trouble. Another point to bear in mind is that

objections are often withdrawn at the last minute when it is too late to delete cases from the list.

The Authority's practice of hearing all unopposed cases first may result in delays for customer-witnesses in opposed cases, but to adopt the opposite procedure would mean that many unopposed cases would have to wait all day.

Moreover, the convenience of witnesses always receives consideration, and applicants are often allowed to dispose of this type of evidence before giving their own. There is no reason to suppose that there is any undue delay before cases are brought to inquiry. Many applications which take a lengthy period to decide are the fault of the applicant when adjournments are made because of faulty preparation.

An example of Mr. James' procedure was a public inquiry at Birmingham. The unopposed cases included a contract-A licence application which the Authority was concerned to have amended to ensure the haulier guaranteed monthly earnings.

There was also a short-term application by Atlas Express (Birmingham), Ltd., for three additional vehicles, a take-over application by a widow whose husband had not operated under his licences for some time, and a case in which a public warning was given about irregular operation.

It is in the haulier's own interest that all matters, apart from mere routine, should be aired publicly. Despite the suggestions that hearing unopposed applications in public discloses an excess of zeal, general opinion among those who visit the various Areas is that the West Midlands Area is at least equal to any other in the speed and efficiency with which cases are dealt.

The number of unopposed cases dealt with in public is very small compared with those granted in chambers.

## PASSENGER

### A Waste of Public Money

THE spectacle of the railways battling in the traffic courts with bus companies in which the Commission have substantial shareholdings suggests a lack of co-operation and a waste of public money.

A particular instance was the Midland "Red" application to run express bus services along M1 from Coventry to London, and increase the frequencies on those already granted from Birmingham to London.

The bus company were accused by their rail colleagues of taking advantage of difficulties caused by "modernization" to try to establish new services.

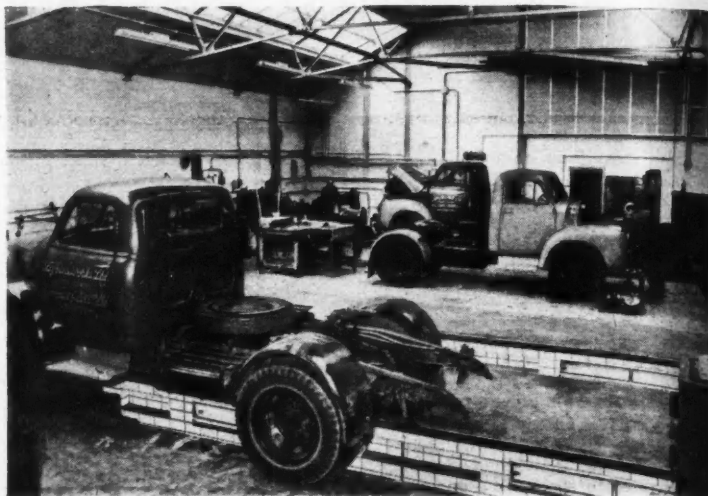
Counsel were engaged by both sides, and the hearing took up six days of the West Midlands Traffic Commissioners' time.

It is unlikely that a private company with rail and bus interests would tolerate a similar situation, or that their shareholders would not protest against the waste of company funds.

## Planning for Profit

*Technical Advances and Prevailing Labour Conditions Demand a Re-assessment of Servicing and Repair Policies*

*The main workshop in the new Klondyke garage of J. Spurling, Ltd., West Ferry Road, London, E.14, has three tiled pits equipped with fluorescent lighting and central heating. Bedford vehicles are seen undergoing attention.*



# The Changing Face of MAINTENANCE

A BASIC principle of commercial-vehicle costing is the division of expenditure attributed to individual vehicles, into standing and running costs. This is a direct reflection of the two prime factors in vehicle operation—time and mileage. Standing costs are further sub-divided into the five items: licences, wages, rent and rates, insurance and interest. Running costs similarly are based on: fuel, lubricants, tyres, maintenance and depreciation.

It would be wrong, however, to accept these 10 items of cost as rigid and permanent. Maintenance might be examined in this respect.

Several post-war developments in road transport operation have had their effect on maintenance policy. In manufacture, the development of quantity-production methods has increased both the availability and range of low-priced vehicles. Also, there has been the greater access to credit finance schemes.

Although both these factors are commonplace today, the need to preserve a vehicle for the maximum period was a vital and economic necessity when road transport was first being developed. Moreover, conditions then were favourable to such a policy. Vehicles were of simple construction, while there was less competition for skilled maintenance labour than there is today.

Between the wars, the policy of preventive maintenance was commonly adopted by the larger operators, particularly those engaged on passenger work. For example, in one bus company light docks were carried out on every vehicle at 20,000 miles, medium docks at 60,000 miles and heavy docks at 80,000-90,000 miles. Efficient and elaborate schemes were devised to meet this need.

The substantial increase in the potential life of modern vehicles and components and different conditions in the supply of commercial vehicles, have extended the period of such overhauls and made it necessary to re-assess the whole position.

Although primarily an engineering problem, changes in the traffic aspect of transport operation can also affect maintenance policy. The increasing tempo of modern industry demands greater speed and regularity of delivery services—almost to conveyor-belt standards. This situation obviously balances on the roadworthiness of the vehicles which, in turn, is affected by an increasing difficulty, in some areas, in obtaining, and retaining, skilled fitting staff.

Paradoxically, therefore, the small operator today may have a greater maintenance problem than ever before. The first factors to be considered are the type of traffic he is engaged in and the area in which he is based.

(Continued on page 303)



*Washing represents an important part of the maintenance activity of passenger undertakings. This Leyland double-decker of the Yorkshire Woollen District Transport Co., Ltd., is being made presentable in the special bay of the company's garage.*

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**7.50-16 'X' ZZ & Y**  
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7.50-16.....PR 6  
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**9.00-16 'X' Y**  
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7.50-20.....PR12

**10.00-20 'X' ZZ**  
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10.00-20.....PR12  
10.00-20.....PR14

**8.25-20 'X' ZZ & Y**  
replacing  
8.25-20.....PR10  
8.25-20.....PR12  
8.25-20.....PR14

**D.20 Type 'X'**  
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replacing  
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replacing  
9.00-20.....PR10  
9.00-20.....PR12  
9.00-20.....PR14

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The term, "estimated vehicle mileage life," can have different meanings to different users, although all may be efficient in their own sphere of operation. A north country operator finds it economic to change vehicles after 18 months' use, even though they are in the quality class. The second user is glad of the opportunity to obtain low-mileage vehicles of this type, which he then proceeds to operate for several years.

The first operator is based in a remote area and handles perishable traffic, destined for daily markets. Despite the reasonable attempts of the manufacturer to provide adequate service depots, cases arise where some users are too far away for immediate attention. In such a situation, even with quality-class vehicles, some trivial defect could mean the loss of a vehicle for a day. The haulier's alternative—to provide his own maintenance department—could be an expensive business in a remote area. Even if some suitable labour were available locally, and expensive outlay were made on service equipment, staff replacement might be extremely difficult.

By adopting the policy he did, the first user completely eliminated any financial or administrative worries in connection with maintenance in exchange for an admittedly higher depreciation cost.

### Adequate Facilities

The second operator, being situated in an urban area and within reasonable distance of the manufacturer's service depot could, on the other hand, expect adequate maintenance facilities to preserve maximum availability.

Moreover, the high level of vehicle maintenance considered essential for perishable traffic could prove unnecessary for loads which were less urgent or lower rated.

The increased mileage obtained from modern commercial vehicles, before major overhaul is necessary, is a major benefit to operators. But two subsidiary issues have equally important long-term effects. This mileage is now sufficiently high for some operators to replace vehicles whereas previously it would have been uneconomic to do so at this stage.

The other factor concerns the proportion of total maintenance cost per mile which can be allocated to either servicing or repair. Formerly, where the intervals between major overhauls were comparatively short, the repair cost per mile

was sufficiently high to make the servicing cost per mile appear relatively low.

Conversely, the increase in mileage before overhaul has made operators examine servicing methods and costs more closely. Especially is this so when labour—now at higher rates—forms such a high proportion of this cost.

The fitting of automatic chassis lubrication to an increasing range of vehicles confirms the need for this type of equipment. Apart from the economic aspect and the higher mechanical efficiency claimed from its use, it is of particular benefit to certain types of goods vehicle operation where most of the fleet returns to base only at week-ends.

### Labour Conditions

The problem of efficient and economic servicing is closely allied to current labour conditions. Although the duties involved are admittedly comparatively simple, they need to be done regularly and conscientiously if premature mechanical failures are to be avoided. There is also the problem of scheduling servicings conveniently.

Whilst ample time may be made available overnight the high cost of night work, coupled with the difficulties of adequate supervision, often makes this method too expensive. By arranging for the work to be done in the early morning before the vehicles depart for duty these two disadvantages can be avoided, but work may be either rushed or omitted. The increasing demand for maximum vehicle availability, coupled with the high cost of labour, does emphasize the advantage of adopting one or more forms of automatic servicing.

In addition to automatic chassis lubrication, many small hauliers make drivers responsible for fuelling their own vehicles. While greater safeguards must then be provided to ensure that correct amounts are allocated to specific vehicles the wider use of the oil-engined vehicle is a distinct advantage in this respect. It does not provide the same temptation for mis-use as a petrol-engined vehicle.

For fuel-consumption records, it could still be arranged that one filling a week—say at week-ends—was checked by a responsible member of the staff, so that, in total, the fuel issued throughout the week to a vehicle would correspond with the mileage covered, even though one or more of the successive daily fillings were not completely accurate. S.B.

## C.A.V. Unit for Fluorescent Lamps

BY next autumn C.A.V., Ltd., should have put into production a converter unit to allow fluorescent tubes to be run from a 24v. D.C. supply. At present a prototype unit is undergoing tests under service conditions.

This was disclosed by Mr. H. P. Astbury during the question time which followed the reading of two papers at the C.A.V. southern area agents' conference in Eastbourne last week.

Commenting on this information, Mr. W. J. Evans, general manager, Reading Transport Department, stated that his organization's experimental use of fluorescent lighting on double-deck vehicles had met with approval from both the public and platform staff. A converter was on display in a static exhibition at the conference. It incorporates transistors and is compact.

Another fact revealed was that silicon-diode rectification equipment for A.C. generators would be available shortly for commercial vehicles. (Joseph Lucas, Ltd., have already announced an A.C. generator fitted with this type of rectification for cars and light vans.)

Use of silicon in place of selenium or germanium permits a saving in weight and space whilst giving greater efficiency.

If produced in quantity, silicon rectifiers would probably be cheaper than the other two types.

Dr. A. E. W. Austen, chief engineer, C.A.V., Ltd., outlined the research undertaken by the concern into combustion and injection characteristics. He started with the premise that "we are obviously very close to the limits of what is theoretically impossible as regards [fuel] consumption, but there may be something to come in maximum power and torque."

To obtain the greatest possible efficiency, the complete fuel charge in the cylinder of an oil engine should be burnt instantaneously with the piston at top dead centre. However, this would produce excessively high cylinder pressures. It was essential to smooth the rate of pressure rise and control combustion to provide almost constant acceptable pressures.

Although many of the problems of combustion could be resolved by calculation, practical research was vital. C.A.V. had developed or acquired, over a period of years, equipment for measuring cylinder pressures, fuel flow and injector needle lift.

By using these devices it was possible to assess the relationship between fuel

flow and cylinder pressure, which, for any given direct-injection engine, was approximately consistent irrespective of load, speed or timing.

Once the relationship had been agreed for any injection characteristic, it was possible to determine the cylinder pressures with any other form of fuel flow.

Noise had received much attention. Although "knock" was the main noise source of the engine, actual sound emission from the unit was greatly affected by its structure. Dr. Austen played recordings of two comparable 2-litre oil engines. One was much noisier than the other yet had a much quieter cylinder-pressure analysis. Thus the engine mass itself had amplified and propagated cylinder noise, whilst the structure of the other engine had tended to damp it.

Other recordings showed how a marked reduction in the noise level of some units could be made by replacing resonant engine components by "dead" structures.

Examination of the combustion process had been aided by photographing the inside of a combustion chamber through a quartz window. A film was shown of tests on heater plugs which indicated that the heater actually served as an ignition point in the chamber and did not, as commonly supposed, merely warm the air to the point of combustion.



## Self-energizing Disc Brake

**A** DISC brake in which the actuating force is amplified by movement of the disc is shown in patent No. 829,866. (Minister of Supply, London.)

Referring to the drawing, 1 is the disc, 2 the fixed friction pad and 3 the moving pad, which is backed by a steel thrust

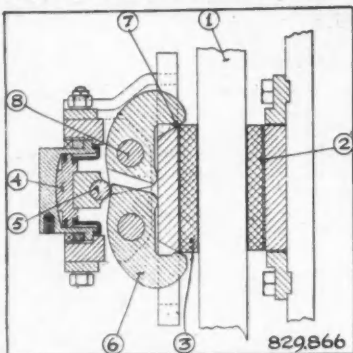


plate. Primary actuation is performed by a hydraulic plunger (4) which thrusts the moving pad on to the disc through rollers (5) and bellcranks (6).

During hydraulic operation the bellcranks act as thrust members, transmitting the force direct to the pad. As soon as the pads make contact with the disc, they attempt to move circumferentially. Assuming the disc to be moving upwards, it takes the pad with it, and this action, applied to the sloping edge (7) of the bellcrank, is converted into extra thrust as the bellcrank pivots about its pin (8).

If the disc moves in the opposite direction, the lower bellcrank acts similarly.

### LIVERPOOL'S REFUSE-COLLECTOR

**A** REFUSE-COLLECTING vehicle shown in patent No. 829,416 provides weather protection for the crew, makes their work easier and minimizes dust dissemination. The patent comes from the Lord Mayor, aldermen and citizens of the City of Liverpool, and E. Haughton, "Redlums," Scarth Hill, Ormskirk, Lancs.

The tipping body is mounted on a semi-trailer. The tractor is of unusual layout, having the engine and transmission immediately ahead of the rear axle as shown at 1. This permits the central

section of the chassis frame to be dropped to support a loading platform.

The crew step up on to the platform to empty their bins into a hopper (2) which, when full, is cleared by a pusher-plate (3) moving into the position 4. The plate is actuated by an hydraulic ram (5).

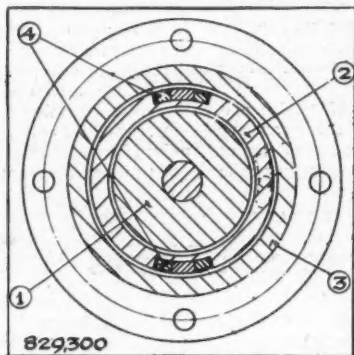
Weather protection is afforded by the canopy (6) over the loading platform and tip-up seats (7) are provided for the crew when travelling. A rack (8) is fitted under the frame to carry large pieces of salvage that cannot be placed in the body. The body is tipped by a ram (9) for discharging.

The loading hopper and its mechanism do not rise with the body, keeping the centre of gravity as low as possible for stability.

### VIBRATION DETECTOR

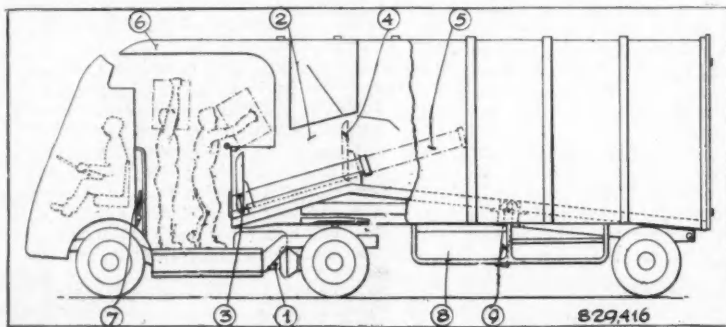
**A**N instrument for detecting the presence of damaging torsional vibration in the crankshaft of a running engine, is the subject of patent No. 829,300. (M. Prochazka, 21 Tuchomerice, Czechoslovakia.)

The device illustrated can be built into the crankshaft of an oil engine. It is



a robust unit, unaffected by axial vibrations, and functions satisfactorily even if filled with engine oil. It will detect vibrations of a frequency of 5,000 per minute or more.

A cylindrical permanent magnet (1) is attached to the crankshaft. This is magnetized diametrically so that its lines of force pass through a non-magnetic sleeve (2). The outer magnetic circuit is completed by an iron ring (3).



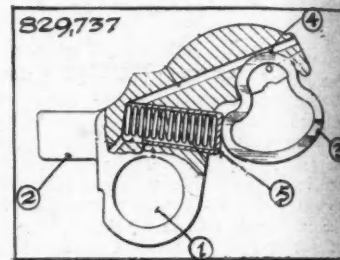
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The sleeve is freely journalled so that it cannot vibrate torsionally. It contains windings (4), the ends of which are brought out to an electric instrument not specified, but which indicates small voltages.

In action, all the parts revolve as one and no current is generated. Should the shaft oscillate torsionally, the windings act as a dynamo that is rocked to and fro, and current produced by this movement is indicated on the voltage meter.

### SELF-ADJUSTING ROCKER

**A**UTOMATIC valve clearance adjustment is provided by the invention shown in patent No. 829,737. It is intended for engines with push-rod-operated overhead valves. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)



The drawing shows the rocker which moves about a pivot (1). The rocker is made of high-strength light alloy. The push-rod engages a bore in the boss (2) whilst the valve stem abuts against the underface of a member (3).

This member is part of an eccentric and rocks about the cylindrical surfaces (4). It is loaded by a spring plunger (5) which is kept full of oil from the lubricating system.

The eccentric is made of steel, case-hardened on its working faces. Its lower face is of involute outline and, during movement, rolls on the stem of the valve. The patent gives a full description of the geometry of this action.

### INJECTION PUMP TIMING

**P**ATENT No. 828,186 comes from Continental Motors Corp., 205 Market Street, Muskegon, Michigan, U.S.A., and deals with automatic injection-pump timing. The pump is driven through a hydraulic coupling which has interleaved driving and driven vanes, with liquid in between.

By admitting liquid to one side and taking it from the other, the angular position and therefore the timing can be altered. A hydraulic device, responsive to engine speed, performs this operation.

### FRICTION MATERIAL

**A** FRICTION material for brakes and clutches is shown in patent No. 829,236 by Bendix Aviation Corp., South Bend, Indiana, U.S.A. It is said to reduce the tendency to grab and chatter. The material consists of a ceramic substance embedded in a metallic matrix. The latter may comprise copper and a wear inhibitor such as bismuth or antimony.

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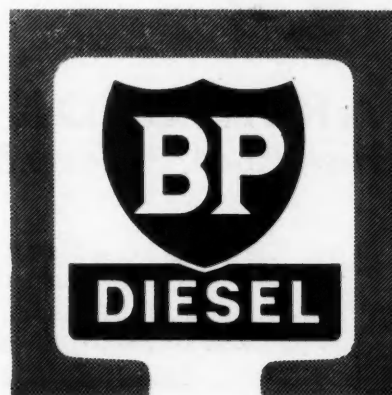


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**INDEX TO HEADINGS**  
**USED GOODS VEHICLES FOR SALE** page 51  
**AND WANTED** " 63  
**NEW GOODS VEHICLES FOR SALE** " 66  
**USED PASSENGER VEHICLES FOR SALE AND WANTED** " 70  
**NEW PASSENGER VEHICLES FOR SALE** " 70  
**MISCELLANEOUS VEHICLES FOR SALE AND WANTED** " 72  
**SPARE PARTS AND SUPPLIES** " 77  
**MISCELLANEOUS ADVERTISEMENTS** " 77

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- 1957** BEDFORD 9-ton petrol drop-side metal body tipper, £475.
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- 1953** BEDFORD 5-cu.-yd. tipper, petrol, £400.
- 1957-56-54** BEDFORD CA vans from £300.
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A number of 1957 BEDFORD 8-ton 300 diesel tractors, or Scammell coupling and 23-ft. flat trailers. Well maintained and in first-class condition throughout. SALES staff on duty 9 a.m. to 7 p.m., Saturdays 9 a.m. to 5 p.m., Sundays 9 a.m. to 1 p.m.

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ALL other models early delivery.

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**BEDFORD 35-cwt. Hawson van, petrol or diesel.**

**6-TON** normal-control tipper, Bedford 300 diesel engine, heavy-duty tyres.

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**NEW BEDFORD tipper, 6-ton, diesel, Telehoist, 5-cu.-yd. steel drop-sided body.**

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**NEW BEDFORD 15-cwt. van.**

**1956-58** BEDFORD 10-cwt. vans, from £175.

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**1957** BEDFORD 15-cwt. platform truck.

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**BENTLEY**

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**1957** BEDFO

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**1955** Octob

**1955** R6 die

**1955** BEDFO

**1951** BEDFO

**1951** PHON

**4X4** With

**CUNDEY** AND

**1957** 7-ton

**1957** BEDFO

**1957** BEDFO

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**1954** BEDFO

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VALUE AND  
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TECHNICALS, NEW  
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and pantechline, diesel,  
1,000-1,200-cu.-ft. Linton  
00, in primer,  
6-cu.-yd. steel body,  
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control long-wheelbase  
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£365.  
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base drop-side truck.  
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engine; this vehicle has  
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in excellent mechanical  
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**JEFFREYS COMMERCIAL MOTORS,**  
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1957, November, **BEDFORD** 35-cwt. diesel van,  
very good condition throughout, £375.  
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1957 **BEDFORD** 7-ton 15-ft. tipper, reconditioned  
throughout, £875.  
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£875.  
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Choice of excellent vans and conversions. H.P.  
facilities available.  
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ready for work, £575.  
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Luton, 5-ton, in very good condition, £165.

**PHONE, EDGWARE 2572.** 851-290

4X4 With winch, low mileage, M.O.S. rebuilds,  
from £150 each.  
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Leabrooks 477. 851-818

1957 7-ton drop-side flats, Comet 100 engines, £650.  
each. Justice (Underwood), Trainers, Phone,  
Langley Mill 3182; home 3625. 851-182

1957 **BEDFORD** 7-ton long-wheelbase forward-  
control petrol platform lorry, £665, Hartwell  
Motors, Charnminster Rd., Bournemouth. Winton  
1777. 851-111

1956 **BEDFORD** diesel 8-cu.-yd. tipper, U-shape  
body, underfloor gear, has only been used on  
light work. H.B.H. Motors, Ltd., Colnbrook, Bucks,  
740. 851-210

1954 **BEDFORD** 7-ton long-wheelbase drop-side  
trucks, petrol, two for sale, very good order  
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SELECTION OF VANS FROM 10-12-CWT. TO  
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1954 **BEDFORD** 5-ton 17-ft. drop-side, Balco exten-  
sion, petrol, heater, excellent condition, £375.  
Philip Lee Ltd., Rutland St., Ilkeston, Derbys.  
Ilkeston 3590. 851-4573

**HUNTER VEHICLES, L.T.D.**  
290 SOUTHBURY ROAD,  
ENFIELD.  
Phone, Howard 4184. 851-309

1956 **BEDFORD** 5-ton diesel, alloy boxvan, 650 cu.  
ft., good tyres, excellent condition, one owner,  
immediate delivery.  
HIRE-PURCHASE terms arranged. 851-309

1958 **BEDFORD** CAV 12-cwt. pick-up truck, nice  
condition, £290. Sands, 40 Carlisle Lane,  
London, E.E.1. Waterloo 4781. 851-84722

1955 **BEDFORD** long-wheelbase diesel flat 17-ft. 6-in.  
body, excellent condition. Storm, 18 Oaken-  
shaw St., Asbridge Wakefield, Phone 5616. 851-4685

£495, 1954 3-ton Model A31Z coachbuilt Luton van,  
vacuum brakes, mileage under 20,000. Lawton  
Gosman, 135 Cricklewood Broadway, N.W.2. Gladstone  
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1957 **BEDFORD** with Leyland engine, 10-ton tractor  
unit, Eaton 2-speed axle, one owner, true mile-  
age under 46,000, carries Dyson fifth wheel plate, fitted  
9.00-20 tyres, all good. A. A. Clark, Ltd., Frances Rd.,  
Windsor, Phone 1130. 851-72

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71 GREENWICH SOUTH STREET,  
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**BEDFORDS wanted! Bedford wanted! We want**  
**Bedford!** Trucks, tippers, vans, Lutons, etc. O.T.C.  
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Advance 5245-3. 222-814  
**BEDFORD for sale?** Phone Hamilton Motors,  
A 66-490 Edgware Rd., London, W.2. Phone, Pad-  
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prices. 851-300

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JULY, 1957, B.M.C. 7-ton Series III diesel, long wheel-  
base, drop-side, one owner, £635. Jones and Alcock,  
Ltd. Stafford 2407. 853-823

1957 B.M.C. diesel long-wheelbase cattle truck,  
taxed to 31.12.60, 650. 851-139  
1958 7-ton tipper chassis, fifth wheel coupling, 24-ft.  
6-in. semi-trailer, 14-ton capacity, in excellent  
condition, £1,295

**J. HUDSON, Bawtry 362.** 851-221  
1957 B.M.C. diesel Scammell 7-ton tractor unit, very  
good condition, £465. Edgware 2572. 851-293

1957 B.M.C. diesel 7-ton long-wheelbase truck, with  
20-ft. drop-sided body, 2-speed axle, power  
steering, in good running order, bargain, £525.  
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.**  
St. Neots 174. 851-354

£495, **AUSTIN B.M.C.** 7-ton truck, Eaton 2-speed,  
power-assisted steering, excellent condition  
throughout.  
1956 B.M.C. diesel 6-ton long-wheelbase tipper,  
bulk body, first-class condition. A. and L.  
Vehicle Supply Co., 27-41 Gravel Lane, Blackfriars,  
Salford, 3. Phone, Manchester Blackfriars 1511. 851-484

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ONE Canadian 3-ton CHEVROLET 4 x 4 truck, in  
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Watford 32182. 851-8504

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1955 7-ton COMMER TS3 diesel long-wheelbase  
platform lorries, 900 by 20 tyres, choice of  
four, £595.

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Feltham 6644 (five lines). 851-43

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mileage only, £700. Hartwell Motors, Char-  
minster Rd., Bournemouth. Winton 1777. 851-112

**COMMER** 1955 long-wheelbase drop-side truck, fitted  
with Perkins P6 engine, one owner, tyres and general  
condition good.

**MAYFAIR GARAGE (TAMWORTH), LTD., Colehill**  
Rd., Fazley, near Tamworth, Staffs. Tamworth  
1396-7. 851-152

1955 COMMER TS3 long-wheelbase platform truck,  
£550.  
**HAMBLINS GARAGE, Rectory Rd., Rushden 3211.**  
851-141

1952 COMMER 4-yd. tipper, in good condition.  
£160.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.,**  
Portsmouth Rd., Guildford, Surrey. Phone, Guildford  
62907. 851-227

1950 QX models, choice of three from £40.  
1957 TS3 medium-wheelbase tipper, £495.  
1957 TS3 medium-wheelbase tipper, £295.

**J. HUDSON, Bawtry 362.** 851-222  
1957 COMMER Superpole diesel van, 25,000 one  
owner, first class condition, painted green, no  
writing, £340. Hewens' Garages, Ltd., Maidenhead 1400.  
851-391

1956 COMMER TS3 long-wheelbase truck, 18-ft.,  
body in very clean condition, £650.  
1957 COMMER TS3 artic unit, Scammell coupling,  
in good running order, £650.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts**  
Stevens 174. 851-365  
**ARLINGTON MOTOR CO., LTD., offer:-**

1959 December, TS3 12-ton tractor unit with S.A.E.  
coupling, 9,000 by 20 tyres, air brakes, 15,000  
miles, latest-type cab with 12-ton 25-ft. Hands platform  
trailer.

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Enfield, Middx. Phone, Howard 1266. 851-427  
7-TON tipper, 1950, 14-ton forward-control super  
capacity van, March 1958, clean condition, £450.  
Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre  
3383. 851-467

1956-57 COMMERS, 3-4-ton Superpole vans, clean  
interior, coachbuilt body, standard cab, low  
mileage, excellent mechanical condition, works main-  
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**HIRE-PURCHASE. Part-exchanges. Conlay Motor**  
H Works, Ltd., 164a Southwark Bridge Rd., S.E.1.  
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QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

1959 COMMER 8-cwt. express delivery van, fitted  
heater, excellent condition, £400. 851-447

1958 TS3 with Boys trailing axle, double drop-side  
21-ft. 6-in. wood body, 64,000 miles, good  
condition, £1,550.

JULY, 1955, TS3, 7-ton long-wheelbase 18-ft. alloy plat-  
form with wood floor and alloy headboard, twin  
Goodyear tyres, 9.00 by 20, fitted overdrive in fifth gear,  
good all-round condition, £950.  
SPARSHATT, Millbrook, Southampton 74947. 851-527

**DENNIS**  
DENNIS Max 7-8-ton 20-ft. platform lorry,  
in running order, price £175.  
DENNIS Jubilee 8-wheeler, 24-ft. platform,  
good mechanical condition and tyres, ready  
for use.

**FRILLS (HEREFORD), LTD., Holmer Rd., Hereford.**  
Phone 4221. 851-36  
EX-W.D. DENNIS Max, 5-speed gearbox, low mileage,  
M.O.S. rebuild, Cuney and Stewart, Ltd., Alfreton,  
Derbys. Leabrooks 477. 851-909

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(BEDS, CAMBS, PETERBOROUGH AND N. HERTS.)

FOR new and used commercial vehicles.  
ALL inquiries welcomed.  
PART-EXCHANGES H.P. terms.

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2265 (6). 851-453

THREE DENNIS Pax petrol 5-ton 1952 boxvans, large-  
capacity bodies, mileage 45,000, one owner, fleet  
maintained. Phone Mr. Rider, North 6167. 851-57

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200-220 CRICKLEWOOD BROADWAY,  
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Gladstone 2234-5-6-7.  
ALL new models prompt delivery.  
FULL range of spares for all models.

SALES and service. Perkins diesel service.  
SEE our Miscellaneous Section advertisement for used  
DODGE vehicles. 851-69

1955 DODGE 146 R6, registered September, 1955,  
18-ft. 6-in. platform, weight 3 tons 18 cwt.,  
very clean, £600. Cottee and Edwards, Ltd., Nottingham.  
Phone 46674. 851-59

1954 DODGE 146 R6, 18-ft. platform, £25 by 24  
tyres, £500. Cottee and Edwards, Ltd., Not-  
tingham. Phone 46674. 851-59

DODGE short-wheelbase 7-ton tipper, Leyland Comet  
November, 1959, 8,000 miles, air brakes, in  
new condition.

**THOMAS BLACK, LTD., 51 Broad Oaks, Sheffield, 9.**  
Phone 41903. 851-3

**L. A. MITCHELL (MOTORS), L.T.D.**  
DODGE DISTRIBUTORS.  
PERKINS DIESEL SIGNHOLDERS.

1954 6-ton petrol tipper, 6-cu.-yd. body; choice of  
two, from £245.  
1955 6-ton DODGE diesel tipper with 6-cu.-yd. steel  
body, £495.

1955 7-ton long-wheelbase tipper, fitted with recondi-  
tioned Perkins R6 diesel engine, twin-rim  
tipper gear, 14-cu.-yd. wooden body, Eaton 2-speed rear  
axle, £650.  
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234.  
851-116

1956 DODGE 106-P6 long-wheelbase truck, good  
condition and tyres, £500. Geo. H. Kendrick,  
Ltd., Carters Green, West Bromwich 0778. 851-129

DODGE, 1954, 5-ton long-wheelbase drop-side truck,  
fitted with Perkins P6 engine, 16-ft. 6-in. wooden  
body with extended headboard, tyres and general condition  
very good, £1,150.

**MAYFAIR GARAGE (TAMWORTH), LTD., Colehill**  
Rd., Fazley, near Tamworth, Staffs. Tamworth  
1396-7. 851-152

1956 DODGE 8-ton heavy model 146R6, 18-ft. plat-  
form, taxed, £650.  
1950 DODGE 6-ton model 105, 17-ft. platform, bar-  
tain, £150.  
Or exchange. Open Sunday mornings.

**JOHN JORDAN, Manor Garage, on the A1, Sandy, Beds.**  
851-86  
1958 DODGE Model 146R6, diesel, Bonallack  
drop-side body, 18 ft. 8 in. inside, bargain.  
Commercial Vehicle Repairs (Essex), Ltd., Cranes Close,  
Basildon, Essex. Phone, Basildon 20233. 851-201

1957 DODGE 106 P6, 900 by 20 tyres, 5-speed gear-  
box, in excellent order, £495. Chandlers  
Motors, Ltd., 71 Greenwich South St., London, E.S.10.  
Gre 2033-4. 851-335

DODGE 1955 7-ton drop-side truck.  
MODEL 146AR6 2-speed axle, 18-ft. body, price, £650.  
**ROWBERRY AND SONS, LTD., 264 Oxhill Rd.,**  
G. Handsworth, Birmingham. Northern 3538. 851-538  
A35





## Person Wanted

Perkins, all capital  
Greenwich South, S.  
851-51

chassis and cab, fitted  
available for im-  
model with the  
of engine, bodywork

NS, LTD., 100 Dudley  
Birmingham,  
851-107

## BARGAINS.

or double-drive platform

RS, LTD.,

To—

P SALES,

ALLEY, LANCs.

15-6-7. 851-272

form body, P6 engine,

ck axle, good running

truck Transporter, Duxford,

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949 onwards, Graham's,

Paisley, 851-511

1-alloy 22-ft. platform,

clean, bargain, £250.

851-40

to 1-ton Bantam, platform

body, good service

ready for immediate

Justin House, Hereford

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ic unit complete with

tippling trailers, 15 ft.

and good, £285. Home

Phone 598, day, after

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ale, 1950, good condi-

tion "The Commercial

851-2466

ER

ROVERS, long-and

wards, from £375.

Wholesale, petrol, excellent

£575.

GUILDFOED, LTD.

Trerey, Phone, Guildford

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chassis-cabs only, 600

cc trial, George Kent

ons. Drybrook 236.

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Hippo, double drive

air brakes.

STRETTON, LTD.

on, Shropshire, 851-180

OR SALES,

SCAMMELL

Comet, normal-control

in body.

late delivery.

Used Goods Vehicle

OR SALES,

OWNHILLS, STAFFS.

336 and 2392.

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ard-control long-wheel-

base, 2-speed axle, one

ton.

ard-control tractor unit.

ider, £1,050. Trailer

exchanges. Chard

ngley, Hitchin, Herts.

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ipper, 27-cu.-yd. body,

1953.

TD, Woolwich 0165.

851-305

TD, offer—

tractor unit, Model

York 25-ft. semi-trailer,

ay, choice of two

truck body.

form body, 50,000 miles

trailer.

platform, very clean

form body, 600 engine,

tyres, body, air brake,

high Rd., Ponders End

ard 1250.

in long-wheelbase 1946

spring, 2-speed axle.

ND Comet 90 tractor-

unit and vacuum brake,

ampson 749-7.

851-520

## Used Goods Vehicles (contd.)

**1951** LEYLAND Octopus 8-wheel 19-ft. drop-side tipper, 600 engine, double drive, recent overhaul, in excellent condition. F. H. Cartwright and Sons, Ambleside, Stourbridge, Worcs. Phone, Stourbridge 5142. 852-RA4674

## Leyland Wanted

**LEYLAND Hippo** Mark II, 6 x 4 chassis, must be in good condition. Details and where vehicle can be inspected to Box CM506, care of "The Commercial Motor". 851-8500

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**10** MACKS, petrol and diesel. H.B.H. Motors, Ltd. Colnbrook 2741. 851-214

**MORRIS AND MORRIS-COMMERCIAL**

**MORRIS-COMMERCIAL** 1954 3-ton truck, fitted with B.M.C. 4-cylinder diesel engine and 12-ft. wooden drop-side body, clean, useful vehicle.

**MAYFAIR GARAGE (TAMWORTH), LTD.,** Cole-shill Rd., Fazeley, near Tamworth, Staffs. Tamworth 196-7.

**1955** LD2 MORRIS van with 2.2 diesel engine, 6325. Terms. Abco, Eastern Green Rd., Coventry 66134.

**1955** MORRIS Ton van, in good condition, £275.

**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

**1958** 15-cwt. MORRIS van, one owner from new.

**OKATHORPE MOTOR CO.,** North Circular Rd., Palmers Green N.13. Palmers Green 0446 and 1023. 851-206

**1956** MORRIS LD2 diesel van, £395.

**H. TAYLOR AND CO., LTD.** Elmbridge 0081. 851-393

**1951** MORRIS 5-ton diesel forward-control 17-ft. drop-side truck, £195, or terms arranged.

**LENNY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3140. 851-250

## PALMERSTON OF KINGSTON.

**MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.**

**1955** 5-ton B.M.C. boxvan, roller shutter, side and rear, good chassis and tyres, repainted, £315.

**PALMERSTON COMMERCIAL MOTORS, LTD.,** 75-77 Benryth Rd., Kingston 5618. 851-493

**1955** October, MORRIS LD2 30-cwt. van, in very good condition, £255. Edware 2572. 851-292

**MORRIS** LD2 15-cwt., very low mileage, with passenger seats and absolutely as new, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 851-409

## RUTLAND

**E. J. BAKER AND CO. (DORKING), LTD.**

**1953** RUTLAND 6-ton drop-side truck, Meadows 4-cylinder diesel engine, £175.

## 55-61 LONDON STREET,

## CHERTSEY.

Chertsey 2391. 851-289

## SCAMMELL

**SCAMMELL** M16 and M13 units and trailers; several special vehicles, pole wagons, low-loaders available. Spence, Tilley, Ltd., Wolverton, Buckinghamshire.

**1959** (Registered) SCAMMELL articulated 20-ton low-loader, Carrimore trailer, 20 ft. in well, has the latest-type cab and wings and is a first-class runner, with winch and equipment.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** St. Margery 174. 851-362

**1950** Gardner 6LW engine, 6-speed gearbox, £650. Terms. Exchanges.

**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3140. 851-253

## SEDDON

**SEDDON** 1954 long-wheelbase truck, fitted with R6 9 engine and 17-ft. wooden drop-side body, tyres and general condition very good.

**MAYFAIR GARAGE (TAMWORTH), LTD.,** Cole-shill Rd., Fazeley, near Tamworth, Staffs. Tamworth 196-7. 851-155

**1955** SEDDON Mark 5 P6 engine, 16-ft. platform, very clean, £450. Cottee and Edwards, Nottingham. Phone 46674.

**1949** SEDDON 6-ton P6 long-wheelbase flat, £185.

**1949** SEDDON 29-seat coach, £150.

**1954** SEDDON 3-ton P4 boxvan, one owner, £385, or terms arranged.

**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3140. 851-249

**1953** SEDDON 7-ton tipper, wood drop-side body, good condition, £375. Edware 2572. 851-295

**ARLINGTON MOTOR CO., LTD.,** offer—

**1955** 25-cwt., integral alloy van body.

**ARLINGTON MOTOR CO.,** High Rd., Ponders End, Enfield, Middx. Howard 1266. 851-425

**1952** SEDDON, dismantling all models. Langley Mill Commercial Vehicles. Langley Mill 2623. 851-376

## SENTINEL

**1950** 8-ton, one C-licence user, reconditioned six months ago, including rear axle, 18-ft. platform, a first-class motor. Phone Adams, 25 Haig Avenue, Cramlington 4548. 851-4463

**1955** SENTINEL long-wheelbase platform truck, £550.

**HAMBLINS GARAGE, Rectory Rd., Rushden 3211.** 851-140

**1954** And 1955 SENTINEL 8-ton 18-ft. aluminium platform, very clean. Norman Reeves Motors, Ltd., 13 Windsor Rd. Slough 22337. 851-45

## Used Goods Vehicles (contd.)

## STANDARD

**1956** STANDARD pick-up, in good condition, £300.

**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 851-231

## VULCAN

**1951** VULCAN P6 5-speed 17-ft. platform, Michelin B20s, clean, bargain, £225 to clear.

**JOHN JORDAN, Sandy, Beds.** 851-90

**1950** 7-ton 15-ft. 6-in. platform, P6, £185.

**J. HUDSON, Bawtry 362.** 851-224

## UNCLASSIFIED

## FORD AND SLATER, LTD.,

**LEYLAND, ALBION, SCAMMELL**

## TIPPERS.

**1958** LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies; choice of four.

**1957** LEYLAND Comet normal-control medium-wheelbase tipper, 14-ft. timber double drop-side body.

**1956** LEYLAND Comet normal-control medium-wheelbase tippers, 14-ft. timber double drop-side bodies; choice of two.

**1955** LEYLAND Comet forward-control short-wheelbase tipper, 11-ft. 10-in. timber fixed-side body.

**1954** LEYLAND Comet normal-control short-wheelbase tipper, 10-ft. 6-in. timber fixed-side body.

**1953** B.M.C. 10-ton diesel tipper, 9-ft. timber drop-side body.

**1952** FORD 5-ton Trader, 11-ft. by 2-ft. 2-in. timber drop-side body, 6D engine.

**1951** BEDFORD 7-ton tipper, 11-ft. by 2-ft. steel fixed side, Bedford diesel engine.

**1950** BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.

**1949** BEDFORD 5-ton P6, 13-ft. 6-in. timber double drop-side body.

**1948** DODGE 7-ton tipper, chassis-cab and tipping gear only, R6 engine.

**1947** MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.

**1946** LEYLAND Comet, normal control, short wheelbase, 10-ft. 9 in. by 2-ft. 6-in. timber drop-side.

**1945** SEDDON 6-ton P6, 11-ft. 6-in. by 4-ft. timber drop-side.

## PLATFORMS.

**1957** AUSTIN 5-ton diesel, 14-ft. 3-in. timber platform bodies; choice of two.

**1956** COMMER T33, 19-ft. timber drop-side body.

**1955** BEDFORD 7-ton, Leyland engine, 16-ft. timber drop-side body.

**1954** BEDFORD 7-ton, Leyland engine, 18-ft. timber flat.

**1953** BEDFORD 7-ton, R6 engine, 16-ft. timber flat.

**1952** ALBION Chieftain, 15-ft. 6-in. alloy flat.

**1951** BEDFORD 7-ton, 17-ft. 9-in. timber flat.

**1950** DODGE 6-ton, 16-ft. timber platform.

**1949** DODGE 6-ton P6, 16-ft. timber drop-side body.

**1948** MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.

**1947** MAUDSLAY 7-ton, 17-ft. 9-in. timber flat; choice of two.

**1946** SENTINEL 7-ton, 17-ft. 9-in. timber flat.

**1945** ALBION Chieftain, 17-ft. timber flat.

**1944** SEDDON 6-ton P6, 16-ft. 9-in. timber flat.

**1943** FODEN 71-ton, 17-ft. 10-in. timber drop-side.

## VANS.

**1955** BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body.

**TO BE SEEN AT MACAULAY STREET, GRIMSBY:—**

**1958** September, LEYLAND Comet (chassis and cab).

**1954** ALBION Chieftain, 16-ft. alloy flat platform body.

## FORD AND SLATER, LTD.,

## LEYLAND, ALBION,

**GWENDOLEN ROAD, LEICESTER.**

Phone 36117-9. 851-94

## HILLS.

**ATKINSON** 5LW 20-ft. platform lorry, first registered 1957.

**1956** BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy body, 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in. fixed side, 8.25 by 20 12-ply tyres, first registered October, 1955. 8545.

**1955** BEDFORD 6-ton forward control platform lorry (coach-built), 300 cu. in. diesel engine, 2-speed axle, approximate body length 17 ft., first registered 1958, £785.

**1954** BEDFORD 7-ton forward control 6-cu.-yd. U tipper, petrol first registered 1958, £685.

**1953** BEDFORD 8-ton normal-control Scammell tractor, one owner, first registered 1956, £345.

**1952** BEDFORD 10-ton forward-control Scammell tractor, B16 engine, 7.50 by 20 12-ply tyres, first registered 1954, £325.

**1951** Dennis Stork Luton van, diesel, alloy body, approximate capacity 1,500 cu. ft., first registered November, 1955, £615.

**1950** SEDDON diesel Mk. 7 3-ton boxvan, approximate capacity 680 cu. ft., 7.00 by 20 10-ply tyres, first registered 1956, £385.

**HILLS GARAGES (MANCHESTER), LTD.,**

80-90 PORT STREET, MANCHESTER, 1.

Central 4311. 851-47

## April 8, 1960—THE COMMERCIAL MOTOR 55

(Supplement)

## Used Goods Vehicles (contd.)

## HARRY DANDO,

**VAUXHALL AND BEDFORD MAIN DEALERS.**

**WEST END GARAGE, CHIPPING SODBURY, BRISTOL.**

Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft.

**TRADE** for Gloucester, Wiltshire, Somerset, Devon and Cornwall.

## NEW VEHICLES.

**A.E.C.** Mercury Mark II, Pilot underbody tipping gear, aluminium insulated body, £3,145.

**BEDFORD** 7-ton short-wheelbase U-shaped tipper, 9.00 by 20 12-ply tyres, 2-speed axle, 5-speed gearbox, £1,850.

**LYON** 15-20-ton low-loading semi-trailer, 20 ft. in the well, S.A.E. coupling, vacuum brakes, £1,575.

**YORK** 10-ton 25-ft. platform trailer, S.A.E. couplings, 9.00 by 20 12-ply tyres, £700.

**YORK** Scammell 26-ft. platform body, 2-ft. headboard, £677 10s.

## BULKERS.

**FODEN** new 4-wheeler, with air discharge equipment, end tipping; can be used as an ordinary platform vehicle, £4,350.

## STACKER.

**HYLOVEYOR**, Model HL21DH, unused

### Used Goods Vehicles (contd.)

RE-POSSESSED, QUALITY-TESTED  
COMMERCIAL VEHICLES.  
YOUR INSPECTION INVITED.  
**NOTE OUR PRICES.**

- 1959** FORD 15-cwt. Luton van, as new, £725.  
**1959** November, THORNYCROFT Swiftsure long-wheelbase 17-ft. flat, 8,000 miles, condition as new, £1,650.  
**1959** BEDFORD J-type 7-ton diesel tipper, 300 Bedford engine, all-steel square bodies, 8 cu. yd., 2-speed axle, £975.  
**1958** FORD Trader 6D 5-ton long-wheelbase drop-side trucks, choice of two, £745.  
**1958** FORD Trader, 6D engine, long-wheelbase 5-ton U-shaped steel-bodied tipper, £785.  
**1958** July, VAUXHALL Victor saloon, one owner, driven 16,000 miles, regularly maintained in perfect condition, £565.  
**1957** December, FORD 4D long-wheelbase extended flat, 22-ft. sided body with tilt, £625.  
**1957** BEDFORD 7-ton flat, with 300 engine, 3-type, £745.  
**1957** FORD Trader 6D short-wheelbase 5-ton steel-bodied drop-side tipper, £725.  
**1957** October, 3-ton FORD Trader, 4D diesel engine, long-wheelbase drop-side flat, £565.  
**1957** BEDFORD A-type platform truck, P6 engine, £550.  
**1957** DODGE long-wheelbase 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £565.  
**1957** 5-ton B.M.C., 6-cylinder diesel engine, new Luton body, walk-in tailgate, fibreglass roof slats, perfect, £875.  
**1957** B.M.C. Luton van, 4-ton extended chassis, capacity 1,300 cu. ft., diesel engine, as new, £695.  
**1956** December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £600.  
**1956** November, 7-ton B.M.C. flat, 6-cylinder diesel, 900 by 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.  
**1956** September, MORRIS long-wheelbase 4-cylinder diesel drop-side truck, immaculate, £375.  
**1956** 2-ton FORD 4D van, standard body, very clean, £375.  
**1956** FORD P6 short-wheelbase wooden-bodied tipper, bargain, to clear, £395.  
**1956** May, AUSTIN B.M.C. diesel long-wheelbase flat, £670.  
**1956** AUSTIN B.M.C. flat, diesel engine, to clear, £495.  
**1956** COMMERCIAL TS3 18-ft. 6-in. flat, 9.00 by 20 tyres, £735.  
**1956** BEDFORD A-type unit with Scammell coupling, P6 engine, £495.  
**1955** December, DODGE 6-wheeler, Eaton 2-speed axle, Boys 3rd axle, double-ram tipper, 9.00 by 20 tyres, £875.  
**1955** November, FORD 4D 30-cwt. diesel van, £275.  
**1955** AUSTIN B.M.C. Luton van, 900-cu.-ft. capacity, 4-cylinder B.M.C. diesel engine, bargain, £525.  
**1954** SEDDON 3-ton boxvan, diesel engine, choice of three, each, £375.  
**1954** SEDDON Mark 7 15-ft. flat, £350.  
**1954** DODGE long-wheelbase drop-side truck, Perkins diesel, 9.00 by 20 tyres, in first-class condition, £330.  
**1954** BEDFORD long-wheelbase double-ram tipper, R6 engine, £325.  
**1954** AUSTIN Luton van, diesel engine, 950 cu. ft. capacity, very good condition, £345.  
**1957** FORD Zephyr Mark II saloon, radio, heater, all extras, one owner, 30,000 miles from new, specimen condition, £655.

NOTE: ALL VEHICLES COMPLETELY OVERHAULED AND TURNED OUT AS NEW.  
YOUR INSPECTION INVITED.

LET US QUOTE A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

**W. JONES (MANCHESTER), LTD.**  
TROJAN AGENTS.

RUTLAND STREET GARAGES, SWINTON.  
All inquiries: Phone, Swinton 2036 and 2037.  
Telegraphic address: Moniesaver, Swinton, Lancs.  
GARAGE OPEN DAILY (INCLUDING SUNDAY).  
WEEK-END 10 A.M. TO 5 P.M. 851-28

**MORTON'S GARAGE, LTD.**  
BINLEY ROAD,  
COVENTRY.  
Phone 53351.

**THE COMMERCIAL PEOPLE.**

OFFER FOR IMMEDIATE DELIVERY:—

- NEW** COMMERCIAL 10-ton tractor units, diesel.  
**NEW** COMMERCIAL 10-ton 6-wheel tippers, diesel.  
**NEW** COMMERCIAL 7-ton short-wheelbase tippers, diesel.  
**NEW** COMMERCIAL 7-ton 18-ft. drop-siders, diesel.  
**NEW** COMMERCIAL 4-ton vans, petrol or diesel.  
**PAINTING** and lettering to your specification.  
**1959** COMMERCIAL Cob van, powder blue.  
**1958** LAND ROVER 88-in. wheelbase, diesel.  
**1956** COMMERCIAL 8-cwt. delivery van, petrol.  
**1954** AUSTIN A40 van.

PART-EXCHANGES. INSURANCE.  
CREDIT FACILITIES.

24-HOUR BREAKDOWN SERVICE.

222-960

### Used Goods Vehicles (contd.)

**ROOTES, LTD.**

OFFER FOR SALE.

**CANTERBURY.**

THE PAVILION,  
PHONE 3232.

- 1956** AUSTIN 15-cwt. van, £265. Choice of two.  
**1949** KARRIER Gamecock refuse collector, £150.  
**1955** TROJAN diesel personnel carrier, £290.  
**1955** VOLKSWAGEN 15-cwt. pick-up, £225.  
**1950** COMMERCIAL 7-ton long-wheelbase drop-side truck, £195.  
**1956** BEDFORD 7-ton (diesel) drop-side truck, £495.

**BIRMINGHAM, 10.**

COVENTRY ROAD,  
VIC 4388.

- 1954** COMMERCIAL 25-cwt. personnel carrier, ideal for building contractors' work, just repainted, £180.  
**1955** AUSTIN 2-ton diesel-engined boxvan, very useful vehicle, £350.  
**1955** COMMERCIAL 7-ton long-wheelbase drop-side, 2-stroke diesel engine, ex C licence, ready for work, painted in your colour, £600.  
**THREE** COMMERCIAL 25-cwt. forward-control vans from £60.  
SEVERAL low-mileage small vans available.

**ROCHESTER.**

HIGH STREET,  
CHATHAM 42231.

- 1957** COMMERCIAL Express delivery van, blue, one owner, very good condition, £355.  
**1958** AUSTIN 4-ton van, grey, very good condition, £390.  
**1957** COMMERCIAL Express delivery van, grey, one owner, good condition, £305.  
**1954** FORDSON 10-cwt. conversion, fawn, one owner, good condition, side windows, £159.  
**1955** FORD Thames van, grey, one owner, good condition, £149.  
**1955** AUSTIN A40 pick-up, blue, one owner, good running order, £199.

**MANCHESTER.**

OLYMPIA, CHESTER ROAD,  
BLA 6677.

- 1956** February, BEDFORD 10-ton tractor, 5-type diesel engine, good condition, good tyres, cheap, £275.  
**1958** October, COMMERCIAL 4-ton medium diesel drop-side truck, small mileage, excellent condition, cost £1,200, accept £995. 851-388

**BENTLEY BROS. (SHEFFIELD), LTD.**

MAIN BEDFORD DEALER,  
SHEFFIELD.

- 1956** FORD (4D), chassis-cab, with neat container body, £375.  
**1955** GUY Otter 16-ft. body, (4LK), Eaton 2-speed, £550.  
**1955** GUY Otter, 18-ft. body, (P6), Eaton 2-speed, £495.  
**1955** GUY Vixen Meadows petrol engine, 16-ft. drop-side, £445.  
ALL vehicles in excellent condition. Many others to choose from including good selection of light vans. H.P. facilities available. Write or phone for details: THE WICKER, Sheffield, 3. Phone 29281. 851-239

**BIRMINGHAM COMMERCIAL OFFER:—**

NEW MORRIS vehicles, trucks and vans, all models in stock.

NEW MORRIS short-wheelbase 5-ton tipper.

- 1956** ALBION Chieftain, long-wheelbase 18-ft. alloy body.  
**1956** DODGE long-wheelbase 18-ft. alloy body.  
**1958** FODEN 8-wheeler.  
**1957** BEDFORD long-wheelbase tipper.  
**1957** BEDFORD short-wheelbase tipper.  
**1956** FODEN short-wheelbase tipper.  
**1955** AUSTIN 2-ton Lodestar, petrol and diesel.

TERMS AND EXCHANGES.

**560 COVENTRY ROAD.**

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Phone, Victoria 0437. 851-232

**VICTORIA MOTOR CO. (BRISTOL), LTD.**

MAIN FORD DEALERS.

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

**GOOD USED COMMERCIALS.**

- 1958** September, Thames Trader 5-ton, 152-in. wheelbase, H.D. frame, flasher, 8.25 by 20 tyres with boxvan body, 15 ft. 6 in. by 7 ft. 7 in., 25,000 miles only, cost new £1,500, quick sale, £975.  
**1957** January, two Thames 128-in. wheelbase 5-ton 4D Telecab underfloor tippers, H.D. equipment, well shod, 5 cu.-yd. wooden bodies, £400 each.  
**1954** DENNIS Falcon diesel 33-seater coach, Gurney-Nutting body, certificate of fitness March, 1963, in very good order, £1,275.

**NEW VEHICLES EX STOCK.**

- EDBRO** Thames Trader 7-ton 6 cu.-yd. Edbro tippers, with heavy-duty equipment, ex stock. 851-161

### Used Goods Vehicles (contd.)

**BRADBURN AND WEDGE, LTD.**

DISTRIBUTORS.

MORRIS, MORRIS-COMMERCIAL, M.G., RILEY,  
RETAIL DEALERS WOLSELEY.

**MORRIS.**

- 1958** MORRIS LCFO 2-ton diesel van, large-capacity body, 28,000 miles only.  
**1958** MORRIS 7-ton drop-side lorry, power steering, single-speed axle.  
**1956** 7-ton drop-side lorry, diesel, fitted power steering, 2-speed axle.  
**1954** 5-ton forward-control drop-side lorry, diesel.  
**1954** 3-ton forward-control drop-side lorry, diesel.  
**1954** 5-ton forward-control drop-side lorry, 51-Hp diesel.  
**1954** 5-ton short-wheelbase normal-control high-side tipping lorry, diesel.  
**1953** 30-cwt. normal-control drop-side lorry, petrol.

**MISCELLANEOUS.**

- 1956** FORD 30-cwt. normal-control drop-side lorry, diesel.  
**1953** AUSTIN 5-ton Loadstar, petrol.  
**1952** VULCAN 6-ton forward-control long-wheelbase high-side lorry, Gardner diesel.  
**1952** DENNIS 5-ton large-capacity van.  
**1950** AUSTIN 3-way-loader van.  
**1956** BEDFORD 10-cwt. van.  
**1958** MORRIS J2 12-seater conversion.  
**1954** FORD 10-cwt. van.  
**1959** AUSTIN A55 pick-up.  
**1954** 7-ton ATKINSON platform lorry, with Gardner engine.  
DISTRIBUTORS' allowances on part-exchange.

TERMS and part-exchanges arranged.

**SHOWROOMS:** Darlington St., Wolverhampton, Phone, Wolverhampton 20456.  
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NEW MORRIS 5-ton diesel long-wheelbase chassis and

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88-IN. diesel LAND ROVER.

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**3144BY** Chieftain

**314BY** Medium

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**FLATS** D

**GUY** Otter, 195

**DODGE**, 1956,

**B.M.C.**, 195

**SEDON**, 1959,

**DODGE-SCAMMELL**

high-loading headbo

clean, ready for wo

**SEDON**, 1956,

**VULCAN**, 1952,

**LEYLAND**, 1953,

**L** 1,250 c.c. reas

**TWO** only, Febru

**ATKINSON**, 1

**2** ST

**BEDM**

**W. H**

**WEAL**

**SEDON**

**1955** Thames

**1955** Thames

**1955** Thames

**1958** Trader 5

**1956** Thames

**1956** Thames

**1955** Thames

**1953** Thames

**1952** Thames

**1948** AUSTIN

**1956** BEDFORD

**1956** BEDFORD

**1955** BEDFORD

**1955** BEDFORD

**1951** THORNY

**7 P.M.**

**5.30**

**SCAMMELL** 3-to

**BEDFORD** QL

**1948** GUY A

**1949** DODGE

**1950** COMM

**1952** engine,

**1953** BEDFO

**1954** Thorne

**1955** GUY O

**1956** GUY O

**1957** GUY O

**AND MANY OTH**

**PH**



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**COVENTRY AND JEFFS, LTD.**  
COMMERCIAL VEHICLE SPECIALISTS.

**NEW FOR DELIVERY NOW. NEW.**

**3144BY** Chassis and cab, Eaton axle, 9.00 by 20 tyres, Leyland engine, heater, etc. List price.

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**GUY** Oter, 1953, long-wheelbase double-drop-side, alloy-wood body, Perkins P6 engine, Eaton axle, £325.

**DODGE**, 1956, drop-side truck, P6 engine (40.000 miles), well tyred, owner-driver, £375.

**B.M.C.**, 1955, standard drop-side truck, Eaton axle, well tyred, £475.

**BEDFORD**, 1959, standard 5-ton drop-side, clean, well tyred (choice of two), £525.

**SEDDON**, 1956, Perkins P6 engine, flat platform, high-loading headboard, well tyred all round, £575.

**DODGE-SCAMMELL** tractor unit, complete with Perkins P6 engine, Eaton axle, 24-ft. flat platform, high-loading headboard, all tyres in reasonable condition, clean, ready for work, £850.

**TIPPERS.**

**BEDFORD**, 1956, standard 5-tonner, Perkins P6, reconditioned rear axle, brakes, etc., general condition good, £650.

**VULCAN**, 1952, standard tipper, 4-cylinder Gardner engine, reasonable well tyred, £380.

**LEYLAND**, first registered 1956, medium-wheelbase, all-metal body, twin-ram underfloor, £700.

**VANS.**

**LEYLAND**, 1953, boxvan, Luton type, of approximately 1,250 c.c., reasonable condition all round, £450.

**SPECIAL.**

**TWO** only, February, 1959, DODGE 7-ton tippers, R6 engines, 5-speed gearbox, first-class throughout, £1,450.

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**1955** Thames long-wheelbase platform truck, 4D £395.

**1955** Thames 3-ton truck, 4D, £325.

**1955** Trader 5-ton platform, 4D, £775.

**1956** Thames 5-ton platform, aluminium body, £625.

**1956** Thames long-wheelbase truck, 4D, £485.

**1955** Thames long-wheelbase truck, 4D, £375.

**1953** Thames ET7 long-wheelbase chassis-cab, £225.

**1952** Thames 5-ton long-wheelbase boxvan, £295.

**1948** Austin 2-ton truck, £95.

**1956** BEDFORD 5-cu.-yd. tipper, £375.

**1956** BEDFORD 5-cu.-yd. tipper, £445.

**1955** BEDFORD 5-cu.-yd. tipper, £225.

**1955** BEDFORD 7-ton long-wheelbase truck, £325.

**1951** THORNYCROFT 6-ton platform, £275.

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**USED UNITS.**

**SCAMMELL** 3-ton trailers, 16-ft. long.

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**1949** DODGE Luton van, 18 ft. x 7 ft. 3 in. x 8 ft. P6.

**1950** COMMOR QX long-wheelbase platform petrol engine.

**1952** David Brown industrial tractor, diesel engine.

**1953** BEDFORD 8-type tractor unit, Meadows 4 DC 3JC engine, Scammell couplings.

**1954** Thornycroft Trident long-wheelbase platform, 21 ft. 6 in. C.R.6 diesel.

**1955** GUY Oter long-wheelbase platform, P6 engine.

**1956** GUY Oter, P6 engine, tipper.

**1957** GUY Oter, 4LK engine, tipper.

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188 REGENT ROAD, LIVERPOOL, 20.

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AVAILABLE FOR IMMEDIATE DELIVERY, 35-CWT. FORWARD-CONTROL H.C.B. OMNIVAN, SIDE-OPENING DOOR, 500 CU. FT., BEDFORD 200-CU.-IN. DIESEL ENGINE.

THIS WEEK'S LIST OF USED VEHICLES AVAILABLE.

**TRAILERS:**

**SCAMMELL** 20-ft., 8-ton platform trailer, excellent condition, Tasker 20-ft. 10-ton trailer, Scammell attachment.

**3-TON** tipping trailer, Scammell attachment, Edbro hydraulic tipping gear steel lined.

**3-TON** boxvan trailer, Scammell attachment.

**DYSON** 4-wheel drawbar trailer.

**TRACTORS:**

**1958** BEDFORD 10-ton Scammell tractor, 300-cu.-in. engine, 2-speed axle, excellent tyres, this vehicle has been completely checked throughout in our Service Department prior to its offering it for sale.

**1954** BEDFORD-SCAMMELL P6 diesel tractor, engine recently rebored and fitted with new pistons, excellent condition.

**1955** BEDFORD 8-ton P6 diesel tractor, 22-ft. trailer, Tasker attachment.

**1956** BEDFORD 10-ton R6 tractor unit, cheap.

**TRUCKS AND TIPPERS:-**

**1959** BEDFORD J-type latest series 5-ton diesel 300-cu.-in. chassis-cab, small mileage, indistinguishable from new.

**1947** MAUDSLAY Mogul Mk. II platform truck, 7.7 A.E.C. engine, in good condition.

**1955** COMMOR Superprose P6 diesel tipper, excellent condition, 625 by 20 tyres.

**1948** SEDDON long-wheelbase platform truck, good condition, excellent tyres.

**1955** FORD 4D diesel platform truck, Flitch plated frame.

**A** NOTHER similar to above, November, 1954.

**CHOICE** of several O-type BEDFORD short-wheelbase tippers, fitted all-metal U-shaped bodies, single ram rear, all in good running order and ready for immediate work.

**1955** November, BEDFORD 7-ton diesel short-wheelbase tipper, good condition.

**1957** B.M.C. 7-ton long-wheelbase, diesel, reconditioned engine fitted, 2-speed axle, power steering, 90 miles, c/w 16-ft. by 7-ft. by 7-ft. meat container, rear-side loading doors, hanging tails and hooks.

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**THE BEDFORD PEOPLE.** 851-499

**S. SPURLING MOTOR BODIES LTD.**

"THE NAME BEHIND THE SALE."

FOR "QUALITY TESTED" SECURITY.

**1959** BEDFORD 7-ton H.D. tipper, 7-yd.

**1957** BEDFORD 30-cwt. standard van.

**1951** BEDFORD 5-ton diesel tipper, steel body.

**1957** BEDFORD 10-cwt. van.

**1958** BEDFORD 10-cwt. van.

**1955** AUSTIN Omnibus.

**1954** BEDFORD 7-ton long-wheelbase diesel truck.

**1,800** C.C. diesel pantechonion, exceptional, under 3 tons unladen weight, 1956.

**VARIOUS** 5- and 7-ton BEDFORD short and long Bedford tippers.

**A** LL the above are first-class used vehicles, demonstrations without obligation.

**OTHER** makes and types available.

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**USED VEHICLE INQUIRIES TO**

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158 WALSGRAVE ROAD, COVENTRY.

Phone: Day, 53732; Night, 68503.

**1955** BEDFORD 7-ton long-wheelbase flat, R6, choice of two.

**1951** BEDFORD-SCAMMELL, 25-ft. trailer.

**1946** FODEN 8-wheeler, 26-ft. flat.

**1939** A.E.C. rebuild, 8-wheeler, 25-ft. flat, choice of two, one with trailer hitch.

**E** ARLY delivery of Thames Tractors.

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April 8, 1960—THE COMMERCIAL MOTOR 57 (Supplement)

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**1959** B.M.C. 7-ton drop-side diesel lorry, 2-speed axle and power steering, 900 by 20 tyres, good condition.

**1956** October, A.E.C. 9.6 Majestic twin-steer platform lorry, air brakes, good order throughout, unladen weight 5 tons 14 cwt. 56 lb.

**1955** BEDFORD 7-ton alloy flat, Meadows 4-cylinder diesel unit.

**1955** July, LEYLAND Comet 90 hydraulic tipper, 10-cu.-yd. all-metal body, unladen weight 4 tons 5 cwt.

**1952** Vanguard van, new diff., good order.

**1952** E.R.F. 5LW unit, good order throughout, including cab and 18-ft. flat, and tyres as new, unladen weight 4 tons 18 cwt. 2 ar.

**1950** COMMOR (petrol) 5-ton, fitted 2-tier sheep float, good order, unladen weight 3 tons 4 cwt. 34 lb.

**1949** MAUDSLAY Meritor 8-wheel double-drive chassis and cab only.

**1949** ATKINSON 4LK unit platform lorry, good order, unladen weight under 3 tons.

**1948** SEDDON P6 unit platform lorry, good running order, unladen weight 3 tons 17 cwt. 67 lb.

**CRANES AND ENGINES.**

**MORRIS** Versatile 5-ton electrically operated crane with Perkins P4 diesel engine, mobile, moves ahead, reverse or sideways (not steaming), good order.

**A.E.C.** complete with gearboxes from £100 each. 8.6 Leylands for £35 each, Gardner 5LW units complete with Denys flywheel and other conversion parts, Leyland Com engines and gearboxes.

**MILLBURN MOTORS (PRESTON), LTD.**

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OFFER THE FOLLOWING:-

**1958** COMMOR 30-cwt. truck, £390.

**1956** AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.

**1955** BEDFORD 7-ton short-wheelbase diesel tipper, with all-steel drop-side body, £550.

**1955** BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.

**1955** BEDFORD 7-ton long-wheelbase petrol tipper, £250.

**1955** AUSTIN 5-ton short-wheelbase petrol tipper, £450.

**1953** COMMOR 2-ton boxvan, petrol, good condition, new tyres, £220.

**CHOICE** of several good used 10-12-cwt. vans and Utilibrakes.

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**1958** 7-ton COMMOR TS3 diesel platform lorry.

**1955** 6-ton DODGE P6 engine 17-ft. platform lorry.

**1955** DODGE 3-4-ton, P4 diesel, 12-ft. 6-in. Jennings cattle body.

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**APRIL**, 1952 GUY Vixen Luton van, 950 cu. ft., £250.

**MARCH**, 1952 GUY Oter drop-side truck, long wheelbase, 4LK Gardner, £350.

**MAY**, 1959 B.M.C. 5-ton long-wheelbase platform truck, 16-ft. by 7-ft., diesel, one owner from new, £900.

**JULY**, 1954 FORD petrol boxvan, approximately 650 cu. ft., £165.

**JULY**, 1954 FORD petrol boxvan, 750 cu. ft., £250.

**INQUIRIES** invited for fleet 1953-54 GUY and Bedford Luton vans, 1,200 to 1,250 cu. ft.

**EARLY** deliveries can be quoted for new A.E.C. Mercur and Mammoth Major chassis.

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MORRIS-B.M.C. AGENTS.

**NEW ATKINSON L1786XA** (Gardner 6LX 150 b.h.p.)  
17-ton 8-wheeler chassis-cab, 9.00 by 24 tyres.  
**NEW ATKINSON L1786X** (Gardner 6LX) 8-wheeler Darham 4,000-gallon fuel oil tanker, lagged, steam coiled, pump discharge.  
**NEW ATKINSON T746X** (Gardner 6LX 150 b.h.p.)  
4-wheel tractor, fifth wheel coupler.  
**NEW ATKINSON M645LW** (Gardner 5LW) 8-10-ton 4-wheel Milshaw twin-ram tipper, 15-ft. alloy body.  
**NEW ATKINSON L745 LA** (Gardner 5LW) 8-10-ton 4-wheel 20-ft. platform, Michelin X, ex stock.  
**NEW MORRIS (B.M.C. 5.1-litre)** 7-ton 120-in., 150-in. and 160-in.-wheelbase 4-wheeler chassis-cab.  
**NEW MORRIS (B.M.C. 5.1-litre)** 5-ton forward-control double-drop-side truck, 8.25 by 20 tyres.  
**NEW MORRIS 7-ton 4-wheel 12-ft. and 15-ft. Milshaw alloy and timber tippers.**  
**NEW MORRIS (5.1-litre)** 4-wheel forward-control prime mover, Scammell attachment, 7.50 by 20.  
**1959 BEDFORD SST1** (Bedford diesel) 7-ton short-wheelbase, choice axle, 9.00 by 20, each £1,075.  
**1959 BEDFORD J6SCI** (Bedford diesel) 7-ton normal-control short-wheelbase 6- and 8-cu.-yd. tippers, 2-speed axle, choice nine, each £975.  
**1957 AUSTIN-B.M.C. (5.1-litre)** 5-ton long-wheelbase 4-wheel platform, 8.25 by 20.  
**1957 ATKINSON L1786** (Gardner 6LW) 17-ton 8-wheel double-drive 24-ft. triple-drop-sider, 40 by 8.  
**1957 ATKINSON T746** (Gardner 6LW) 4-wheel tractor-B.T.C. 4-in-line 15-ton artic. trailer, 24-ft. body. Choice two.  
**1957 A.E.C. M. Mk. II** (7.75-litre) 8-10-ton 4-wheel 17-ft. Homalloy platform, very clean.  
**1956 LEYLAND Reiver** 6-wheel double-drive 22-ft. platform, 17-ft. body, Michelin C.20, 9.00 by 20.  
**1956 BEDFORD 7-ton long-wheelbase Milshaw tippers**, choice of two.  
**1956 SEDDON** (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tippers; choice of two.  
**1955 MORRIS - COMMERCIAL** diesel 4-wheel tractor, Scammell coupling, £350.  
**1955 COMMER TS3** (reconditioned Rootes diesel) 7-ton 4-wheel, 18-ft. platform, 9.00 by 20.  
**1955 B.M.C. (5.1-litre engine)** 7-ton 4-wheel 150-in. platform, 17-ft. body, 9.00 by 20.  
**1955 LEYLAND** (Comet 90 diesel) 7-8-ton 4-wheeler, 20-ft. alloy platform, overtype cab.  
**1955 ALBION** Chieftain (diesel) 4-wheel long-wheelbase platform and tipper, choice of two.  
**1954 FODEN FG6-15** (Gardner 6LW) 8-wheel, 3,600-gal. Darham spirit tanker, Tolematec lub.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

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**NEW.** Immediate delivery.  
**COMMER 7-ton 13-ft. 6-in.** wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9.00 by 20 tyres, blinker lights.  
**COMMER 12-ton 6-ton** with S.A.E. 6th-wheel coupling, 9.00 by 20 tyres, air brakes, 26-ft. Hands 12-ton semi trailer.  
**COMMER-UNIPOWER 24-ft. 6-wheel** platform truck, with 9.00 by 20 tyres, air brakes, power steering.  
**USED.**  
**1959 COMMER UNIPOWER, 21-ft.** by 8-ft. platform, air brakes, 9.00 by 20, low mileage, excellent condition.  
**1956 COMMER short-wheelbase tipper**, Anthony gear and steel body.  
**1956 THORNYCROFT Trident, 5LW Gardner**, air brakes, 21-ft. platform.  
**1955 B.M.C. diesel 7-ton long-wheelbase platform**, 2-speed axle, power steering.  
**1954 BRISTOL 8-wheel, 24-ft. platform.**

**38 UXBRIDGE ROAD,**

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**PHONE, EALING 7987.**

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FOR A GOOD USED TRUCK—READ ON.

**THAMES ET7** chassis-cab, Balco extension, take 16-ft. 6-in. body 1955, choice of three, each £300.  
**THAMES 4D, 16-ft. 6-in.** alloy flat, as new, tyres little worn, 1956, £450.  
**SEDDON short-wheelbase twin ram tipper, P6, 1955,** £525.  
**SEDDON long-wheelbase flat, 8.25 by 20 tyres, 1955,** £525.  
**SEDDON R6 long-wheelbase flat, 9.00 by 20 tyres, 1956,** £575.  
**SEDDON Dormobile, 1958,** £325.

EARLY DELIVERY NEW TRADERS.

**7-TON LONG-WHEELBASE CHASSIS-CAB, 9.00 BY 20 TYRES AND 6-WHEEL CONVERSIONS.**  
7-DAY REPAIR SERVICE.  
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OFFER FOR EARLY DELIVERY NEW E.R.F. AND  
DODGE TRUCKS. ALL MODELS.  
ALSO:—

**NEW DODGE 7-ton hydraulic tipper**, Leyland engine, immediate delivery.  
**NEW DODGE Boys 18-ft. tipper**, Leyland engine, immediate delivery.  
**A.E.C. Mercury, 20-ft. flat.**  
**1955 A.E.C. 8-wheel hydraulic tipper, 9.6 engine**, air brakes, 18-ft. alloy body with Carrimore tipping trailer; choice of two.  
**1949 ALBION 8-wheel, 24-ft. flat.**  
**1954 ATKINSON, 4LW, 15-ft. hydraulic tipper.**  
**1952 AUSTIN long-wheelbase, 5-ton hydraulic tipper.**  
**1956 BEDFORD 5-ton, A-type long-wheelbase drop-sided truck.**  
**1954 BEDFORD A-type, 600 cube van, petrol engine.**  
**1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.**  
**1957 B.M.C. 7-ton, Balco extension, 20-ft. flat.**  
**1957 COMMER 2-stroke, 15-ft. drop-sided hydraulic tipper, 9.00 tyres.**  
**1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.**  
**1955 DODGE R6 7-ton, 15-ft. hydraulic tipper.**  
**1953 DODGE 7-ton, 18-ft. drop-sided truck.**  
**1955 FODEN 8-wheel tipper, 20-ft. steel body.**  
**1952 FODEN 8-wheel double drive, 20-ft. alloy bodied tipper, latest type 2-stroke engine.**  
**1959 FORD 7-ton Trader, flat.**  
**1956 FORD D long-wheelbase truck, new engine.**  
**1956 FORD D steel-bodied tipper, very clean; choice of two.**  
**1956 LEYLAND 8-wheel, double drive, 21-ft. hydraulic tipper, very clean.**  
**1952 LEYLAND Comet; choice of two.**  
**1956 SEDDON long-wheelbase, 15-ft. hydraulic tipper.**  
**TILLING-STEVENS** passenger chassis, fitted 1,500 cube furniture van body, with seating for five passengers.  
**ALL types of bodies built in wood and alloy.**  
**HIRE-PURCHASE, low deposits and part-exchanges.**

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BRITAIN'S FIRST MAIN DEALER.  
EARLY OR IMMEDIATE DELIVERY OF ALL  
THAMES MODELS.

**1959 6D 5-ton Trader, Balco extension, 21-ft. platform body.**  
**1959 6D 5-ton Trader long-wheelbase truck.**  
**1956 MORRIS 30-cwt. diesel truck.**  
**1958 MORRIS tractor unit, B.M.C. diesel, with Scammell equipment.**  
**1956 December, FORD 4D with Balco extension.**  
**1956 FORD 4D long-wheelbase truck; choice of three.**  
**1951 COMMER QX 7-ton truck with tilt.**  
**1955 SEDDON 6-yd. tipper.**  
**1956 FORD 4D tippers; choice of three.**  
**1949 COMMER Q3 3-ton van.**  
**1951 FORD 4D tipper.**  
**1957 AUSTIN diesel 5-ton truck.**  
**1957 ALBION 7-ton truck.**  
**5-TON BEDFORD, P6 engine, long-wheelbase truck.**

**PERCY HENDY, L.D.,**

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**PERCY HENDY, L.D.,**

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**NEW LEYLAND Comet CS3R** available shortly.  
**1960 B.M.C. 7-ton long-wheelbase lorry**, delivery mileage, with special A licence Metropolitan, South Eastern and North West areas.  
**NEW BEDFORD diesel 7-ton long-wheelbase lorry.**  
**NEW BEDFORD diesel 7-ton short-wheelbase tipper.**  
**1956 B.M.C. diesel 7-ton long-wheelbase lorry** with special A licence Metropolitan, South Eastern and North West areas.  
**1958 COMMER TS3 6-wheeler, Primrose third axle**, excellent condition, with special A licence South Wales area, choice of two.  
**1957 AUSTIN Lodestar, 5-6-ton long-wheelbase tipper**, to clear, £350.  
**1950 VULCAN diesel 6-7-ton long-wheelbase lorry**, to clear, £125.

TERMS AND EXCHANGES.

**WILDE AND BENNETT, L.D.,**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

851-317

Used Goods Vehicles (contd.)

**OSWALD TILLOTSON, L.D.,**  
SUMMIT WORKS,  
BURNLEY.  
Phone 2201-4.  
PRESTON STREET, BRADFORD, 7,  
Bradford 22377-8-9.  
293 LIVERPOOL STREET, SALFORD, 5,  
Pendleton 2845-6.

**1952 LEYLAND Comet 90, 2-speed axle, 5-speed box, 19-ft. body, twin fuel tanks.**  
**1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.**  
**1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body.**  
**1955 THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, excellent condition.**  
**1954 ALBION Clydesdale, platform body, excellent condition.**  
**1957 LEYLAND Octopus, in very good condition.**  
**1958 COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.**  
**1950 ATKINSON 8-wheeler, 6LW engine, double drive, 24-ft. 6-in. body.**  
**1954 LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.**  
**1954 THORNYCROFT Trusty 6-wheeler, excellent condition; choice of two.**  
**1954 THORNYCROFT 8-wheeler, in very good condition.**  
**1951 FODEN 8-wheeler, Foden engine, 5-speed gearbox, 24-ft. 6-in. timber body, a sound machine, excellent condition.**  
**1957 LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.**  
**1956 December, ALBION Reiver, 4-cylinder Albion engine, double drive, perfect condition; choice of four.**  
**1955 LEYLAND Twin Steer, 22-ft. 6-in. alloy tipping body, good condition.**  
**1956 ALBION Reiver, 22-ft. 6-in. alloy framed body, excellent condition.**  
**1951 LEYLAND Twin Steer, 22-ft. 6-in. timber body, 6-cylinder Leyland engine.**

PHONE OR CALL.

PART-EXCHANGES ARRANGED.

851-491

**PETERBOROUGH ENGINEERING CO., L.D.**

**1958 Thames Trader long-wheelbase, new body, recent reconditioned engine, £650.**  
**1958 Thames Trader 7-ton long-wheelbase drop-side truck with straw rack, clean, £650.**  
**1957 B.M.C. 5-ton diesel Scammell tractor, 2-speed axle, clean, £500.**  
**1956 B.M.C. 5-ton diesel long-wheelbase light alloy platform truck, clean, £600.**  
**1956 FORD 4D ET7 5-ton long-wheelbase drop-side truck, very clean, £450.**  
**1955 DODGE 106 P6 drop-side truck, in good condition, £350.**  
**1955 B.M.C. 5-ton diesel long-wheelbase platform truck, very clean and well shod, £525.**  
**1955 SENTINEL medium 6-wheel drop-side truck, 6-cylinder engine, air brakes, exceptional order, £900.**  
**1954 DODGE 106A P6, 17-ft. light alloy platform body, clean, £560.**  
**1954 GUY OTTER, 4LK engine, light alloy platform body, £350.**  
**1951 ALBION Chieftain, light alloy platform body, £275.**

**36-42 EYE ROAD,**

PETERBOROUGH.

Phone 66161.

851-401

**SPURLING MOTORS (CHISWICK), L.D.**

(CHISWICK FLYOVER),

FOR Quality Tested used vehicles.

**1959 BEDFORD 3-ton petrol drop-side truck, 7,000 miles, as new, £680.**  
**1959 November, BEDFORD CA 102-in. van, 3,000 miles, £425.**  
**1953 BEDFORD 24-cwt. petrol Spurling van, clean condition, £225.**  
**1956 BEDFORD 5-ton petrol long-wheelbase truck, excellent condition, £475.**  
**1958 BEDFORD CA van, one owner, first-class condition, £350; choice of several.**  
**1956 BEDFORD 5-ton 6-cu.-yd. diesel tipper, clean condition, recent reconditioned engine, £475.**  
**1954 SCAMMELL Scarab 3-ton petrol, £125.**

**BEDFORD HOUSE,**

CHISWICK HIGH ROAD,

CHISWICK, W.4.

Chiswick 6741.

851-400

**COUNTY OAK SERVICE STATION, L.D.**

VAUXHALL-BEDFORD MAIN DEALERS,

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

**1957 BEDFORD Kenex Utilabrake, one owner, £365.**  
**1956 September, 7-ton BEDFORD U tipper, diesel, one owner, £430.**  
**1956 BEDFORD CA van, £240.**  
**1956 FORD 4-ton long-wheelbase 4D truck, very clean vehicle, one owner, £430.**  
**1955 TRIDIAN diesel 1-ton van, £245.**  
**1952 BEDFORD 5-ton tipper, £150.**  
**1951 15-cwt. TROJAN van, petrol, £35.**  
**1955 FORD 10-cwt. van, £135.**  
**1955 2-ton BEDFORD boxvan, one owner, £75.**  
**1949**

Used Goods Vehicles

**TILBURN CENTRAL**  
SEDDON J. COMMERCIAL KARRIERS  
PART-EXCHANGE  
June delivery with de 1  
September, tractor unit above average  
December, 900 by 2  
SEDDON unit, in g  
1954 platform b  
speed axle, 900 by  
owner.  
SEDDON replacement  
side body, 18500 twin  
meat, very clean.  
1954 SEDDON owner, fit  
1954 DODGE drop-side  
1952 MORRIS abse-aver  
1950 MAUDSL good cond  
AL  
DIESEL AL  
BETWEE  
BEECH'S C  
DISTRIBUTORS  
1957 B.M.C. 7-2  
best condition.  
1959 March, Leyland  
3.00 by 20 tyres, c  
1950 GUY VIZ recertified  
NEW FORD 10-4  
power steering.  
1955 BEDFOR  
1955 EMILL co  
trailer.  
SCAMMELL van  
1957 E.R.F. 4  
body, Mil  
1958 BEDFOR  
2-speed ax  
condition.  
1954 E.R.F. tw  
engine, 10  
EAGLE 15-ton tim  
by 22-1/2 ty  
1958 FORD Ti  
body, 2-4  
new.  
1954 BEDFOR  
choice of  
1954 ATKINS  
wheelbase  
1954, in good cond  
BEECH'S C  
LEEK ROAD,  
S-0-0  
E.  
DODGE DISTRI  
ONE brand-new  
to suit Dodge  
FORD 5-ton 4D  
FORD 1958 Trade  
FODEN 1951 6.4  
FORD P6 5-ton 1  
334 4772-3-4.  
THOMAS S.  
MA  
279-28

## Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), L.T.D.,**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.  
COMMERCIAL-KARRIER MAIN DEALERS (HEAVY),  
PART-EXCHANGES AND H.P. TERMS.

- 1956** June delivery. SEDDON diesel Mk. 5/L. fitted body, one C licence owner, reasonable mileage.
- 1956** September. SEDDON diesel Mk. 8/R Scammell tractor unit, modified R6 engine, one owner, above average condition.
- 1956** December delivery. COMMERCIAL T33, air brakes, 900 by 20 tyres, 18-ft. platform body, one owner.
- 1955** SEDDON diesel Mk. 8/R Scammell tractor unit, in good order and condition.
- 1954** SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin speed axle, 900 by 20 tyre equipment, one C licence owner.
- 1954** SEDDON diesel Mk. 5/L/R. fitted with replacement Perkins R6 engine, 16-ft. drop-side body, very clean.
- 1954** SEDDON diesel Mk. 5/L. P6 engine, one owner, fitted with drop-side body.
- 1952** DODGE diesel 10SP, twin speed axle, 16-ft. drop-side body.
- 1950** MORRIS diesel Saurer 5-ton drop-side body, above-average condition, one C licence owner.
- 1949** MAUDSLAY 4-wheeler with 4-wheel trailer, good condition throughout.

ALWAYS IN STOCK.

**DIESEL AND PETROL VEHICLES.**

**BETWEEN £200-£400.** 851-169

**BEECH'S GARAGE (HANLEY), L.T.D.,**  
DISTRIBUTORS FOR E.R.F. SEDDON, GUY.

- 1957** B.M.C. 7-ton long-wheelbase, 18-ft. drop-sided body, 2-speed axle, 8.25 by 20 tyres, in excellent condition.
- 1959** March. BEDFORD 7-ton hydraulic tipper, Leyland engine, 11-ft. fixed-sided wooden body, 9.00 by 20 tyres, equal to new.
- 1950** GUY Vizen 29-seater de luxe coach, in blue, reconditioned for four years, in excellent condition.
- NEW** FORD 10-ton with County 6-wheel conversion, power steering, 22-ft. platform body.
- 1955** BEDFORD 7-tonner. Scammell tractor, R6 engine complete with 23-ft. 10-ton platform trailer.
- SCAMMELL** van trailer, 6-tonner, 15 ft. by 7 ft. by 5 ft. 6 in. new, ex. M.O.S.
- 1957** E.R.F. 4.4(G). 4LW engine, 20-ft. drop-sided body, Michelin D20 tyres, in very good condition.
- 1958** BEDFORD Scammell 10-ton S-type tractor, 2-speed axle, Bedford diesel engine, in good condition.
- 1954** E.R.F. twin-steer, 20-ft. drop-sided body, 5LW engine, 10.00 by 20 tyres, in good condition.
- EAGLE** 15-ton timber drag, extendable pole, 14.00 by 20 by 20½ tyres.
- 1958** FORD Trader 5-ton, 6D engine, 16-ft. platform body, 2-speed rear axle, ex C-litence user, as new.
- 1954** BEDFORD A-type petrol steel-bodied tippers, choice of several.
- 1954** ATKINSON, 5LW Gardner engine, short-wheelbase end hydraulic tipper, 9.00 by 20 tyres, in good condition.

**BEECH'S GARAGE (HANLEY), L.T.D.,**

LEEK ROAD, HANLEY, STOKE-ON-TRENT.  
S-on-T. 23038 and 23039. 851-100

**E. RAYMENT, L.T.D.,**

DODGE DISTRIBUTORS FOR EAST LONDON.

- ONE** brand-new 10-cu.-yd. drop-side steel tipping body to suit Dodge 31.44V.
- FORD** 5-ton 4D hydraulic tipper, 1957.
- FORD** 1958 Trader, 12 cu. yd.
- FODEN** 1951 6.4 diesel platform.
- FORD** P6 5-ton 1953 platform truck.
- 334** 340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 851-409

**THOMAS S. WHITNEY AND CO., L.T.D.,**

MAIN FORD DEALERS,  
279-283 SCOTLAND ROAD,  
LIVERPOOL, 5.  
Phone, North 3191.

- 1959** B.M.C. 5-ton diesel H.D. springs 18-ft. flat, £800.
- 1958** B.M.C. 7-ton diesel Boys extension 22-ft. flat, £800.
- 1958** Thames Trader diesel articulated unit, £600.
- 1957** B.M.C. diesel articulated unit, 2-speed axle, Scammell coupling, £600.
- 1954** BEDFORD 5-ton diesel drop-side, £325.
- 1954** MORRIS Sauner diesel flat, £400.
- 1953** DODGE 5-ton diesel tipper, £200.
- 1948** A.E.C. Regal coach, 9.6 diesel engine, 33-seater, certificate of fitness 1961, Burlingtonham with Plaston full-front, ex. £595. 851-399

## Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), L.T.D.,**  
LODGE GARAGE,  
WHITEHALL ROAD,  
GOMERSAL, NEAR LEEDS,  
Phone, Bradford 681144.

IMMEDIATE DELIVERY FROM STOCK OF 40  
BRAND NEW, UNREGISTERED VEHICLES, INCLUDING 4, 6 AND 8-WHEELERS, TIPPERS AND TRACTORS AND TRAILERS.

KNOCK-OUT PRICES. ROOM REQUIRED FOR EXTENSIONS.

### USED 8-WHEELERS.

- 1955** LEYLAND Octopus, 600 engines, double drive, 24-ft. flats, first-class condition; choice of three.
- 1952** ATKINSON, double drive, 6LW.
- 1950** MAUDSLAY, fitted 6LW, double drive, 9.00 by 20 tyres.
- 1950** ATKINSON, 6LW, double drive.
- 1949** FODEN 24-ft. flat, 40 by 8 tyre equipment.
- 1942** SCAMMELLS, fitted reconditioned 6LW engine, 40 by 8 tyre equipment; choice of two, as new, £650 each to clear.

### USED TIPPERS.

- 1954** LEYLAND Octopus with twin ram gear, double drive, fitted 21-ft. alloy body, 9.00 by 20 tyres.
- 1953** A.E.C. 9.6, 18-ft. 6-in. alloy body, Pilot gear, 30 by 8 tyre equipment, immaculate, complete with Dyson tipping trailer.
- 1950** FODEN, 6LW, Milshaw gear and rack stabilizer, 22-ft. 6-in. alloy body fitted 1959, 40 by 8 tyre equipment.
- 1946** ATKINSON, 6LW, twin ram gear fitted, 21-ft. wood body, fixed sides, 40 by 8 tyre equipment.
- 1946** E.R.F. 7.7, fitted new gear and body, £550 to clear.

### USED ARTICULATED VEHICLES.

- 1957** B.M.C. tractor with Dyson trailer, fifth wheel coupling.
- 1956** SEDDON, R6, Eaton 2-speed, fitted with 24-ft. Carri-more trailer, 9.00 by 20 Michelin tyres, one private C-litence operator.
- 1952** ALBION HD tractor, fitted with new four-inline B.T.C. trailer on 10.00 by 20 (16-ply) tyres.

### USED TWIN STEERS AND 6-WHEELERS.

- 1951** ATKINSON, 6LW, double drive, in first-class condition.
- LATE** 1949 E.R.F. twin steer, 5LW.
- 1948** ATKINSON, fitted 5LW, double drive.
- 1945** 46 E.R.F. twin-steer, fitted 7.7 engines; choice of three.

### USED 4-WHEELERS.

- SEPTEMBER, 1959, SEDDON, Perkins P6, 8,000 miles,**  
**REGISTERED** November, 1957, B.M.C. 7-tonners, fitted Eaton 2-speed axle, 9.00 by 20 tyre equipment, 18-ft. bodies, C-litence operator, immaculate; choice of two.
- 1956** BEDFORD S-type, R6 engine, long wheelbase, £375.
- 1955** A.E.C. Mercury Mark I, 9.00 by 20 tyre equipment, in first-class condition throughout.
- 1955** ALBION Chieftain, fitted with alloy body and side, first-class condition throughout.
- 1954** A.E.C. Monarch, 7.7 engine, fitted with 9.00 by 20 tyres, 20-ft. 6-in. bodies, C-litence operator; three.
- 1954** THORNYCROFT Sturdy, fitted with 21-ft. body.
- 1953** LEYLAND Comet 90 standard lorry, good mechanical condition.
- 1949** A.E.C. Monarch; choice of three.
- 1949** THORNYCROFT Trusty, 22-ft. body, fitted air brakes.
- CHOICE** of 50 other 4-wheelers. Cheap to clear.
- NEW** trailers in stock by Scammell, Dyson and Carri-more have the following engines for immediate disposal:
- 5LW, 4LW** complete; 4LK; Perkins P6 and 4LW, Perkins R6.
- And** 5-speed gearboxes, all makes.
- PS1** Engines and A.E.C. 7.7. Buck axles and gear-boxes for all makes.

HIRE-PURCHASE. PART-EXCHANGES.

NIGHT PHONE: CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866. 851-501

**MAYDAY MOTORS, L.T.D.,**

DODGE DISTRIBUTORS.

- NEW** DODGE forward-control 6-ton diesel tipper (model 3123P).
- NEW** AUSTIN Gipsy (diesel).
- NEW** STANDARD Atlas 10-12-cwt. van (side loading door).
- 1958** Thames Trader 5-ton tipper, £820.
- 1958** Thames 10-12-cwt. van, £375.
- 1957** COMMERCIAL 7-ton diesel tipper, £875.
- 1956** BEDFORD 10-12-cwt. van, £275.
- 1956** DODGE 6-ton tipper, Model 103P6, with light-alloy body; choice of six from £650.
- 1956** BEDFORD AS petrol tipper, £385.
- 1955** DODGE 7-ton tipper model 144R6, 7-cu.-yd. steel body, £650.
- 1953** AUSTIN A70 pick-up truck, £150.
- 1951** DODGE Model 123 3-cu.-yd. tipper, £295.
- MAYDAY** RD., Thornton Heath, Croydon. Thornton Heath 3473. 851-451

## Used Goods Vehicles (contd.)

**FERRARIS OF CRICKLEWOOD, L.T.D.,**

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

- 1955** AUSTIN 10-cwt. A40 pick-up truck.
- 1952** AUSTIN 25-cwt. 3-way van, choice of four; also 25-cwt. screw tipper.
- 1954** AUSTIN 5-ton diesel chassis-cab with alloy boxvan body.
- 1956** BEDFORD Dormobile; also 10-12-cwt. pick-up and several vans.
- 1957** DODGE 5-ton diesel long-wheelbase truck, alloy body, 9.00 by 20 tyres; choice of several.
- 1955** DODGE 5-ton diesel short-wheelbase tipper with 5-cu.-yd. timber drop-side body.
- 1953** DODGE 5-ton diesel long-wheelbase tipper with 7-cu.-yd. steel fixed-side body.
- 1955** FORDSON 10-cwt. van, choice of several.
- 1956** FORDSON 4D diesel Luton, 1,200-cu.-ft. body; choice of two other similar models.
- 1955** MORRIS 30-cwt. LD van, also several other models available.
- 1959** FORDSON 15-cwt. van with extras, 14,000 miles, finished in beige.
- 1947** JENSEN 6-ton diesel long-wheelbase truck with 23-ft. alloy platform body.
- 1956** STANDARD 6-cwt. van, choice of two.
- CHOICE** of 50 used vehicles, 5 cwt.-7 tons. 851-70

**BROWNHILLS MOTOR SALES,**

Phone Brownhills 2307, 2336 and 2392.

**LEYLAND, ALBION, SCAMMELL**

AUTHORIZED DEALERS.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

- 1955** LEYLAND Comet 90, fitted coal tipping body, 14-ft. 6-in. body, £850. Choice of two.
- 1953** LEYLAND Comet 90 long-wheelbase, drop-side, £650.
- 1957** B.M.C. 3-ton long-wheelbase flat, diesel.
- 1957** B.M.C. 7-ton tipper, diesel.
- 1952** VULCAN long-wheelbase, Gardner 4LW engine, £150.
- 1948** LEYLAND Hippo (rebuilt 1953), long-wheelbase flat, 600 engine.
- 1951** VULCAN short-wheelbase tipper.
- 1951** LEYLAND Comet long-wheelbase tipper.

**BROWNHILLS MOTOR SALES,**

WAITING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 851-181

**NEW** DODGE 7-ton short-wheelbase tipper, Leyland engine, air brakes, 2-speed; choice of two.

- 1952** THORNYCROFT 8-wheeler, 6LW.
- 1951** THORNYCROFT 8-wheeler.
- 1954** LEYLAND Comet drop-side.
- 1952** VULCAN long-wheelbase flat platform.
- 1956** LEYLAND Comet long-wheelbase 20-ft. platform, one owner.

**PARRS (LEICESTER), L.T.D.,**

ABBEE LANE, LEICESTER.  
Phone 6151 (seven lines). 851-146

**BRISTOL MOTOR CO., L.T.D.,**

ASHTON GATE,  
BRISTOL, 3.  
Phone 64013.

MORRIS-COMMERCIAL AND E.R.F. DISTRIBUTORS.

- EARLY** delivery of Leyland Comet short-wheelbase end tippers, Morris-Commercial 7-ton end tippers, and long-wheelbase trucks.
- 1959** STANDARD Atlas van, as new, only 3,000 miles with side loading door, painted and unlettered.
- 1955** MORRIS 5-ton petrol long-wheelbase drop-side truck, 8.25 by 20 tyres.
- 1953** AUSTIN 3-ton boxvan, petrol, recently fitted with reconditioned engine, 7.00 by 20 tyre equipment. 851-164

**HALE MOTORS (TOTTENHAM), L.T.D.,**

THE HALE, N.17.  
Tottenham 7771 (four lines).

**VANS.**

- 1958** COMMERCIAL two-stroke diesel engine, Luton van, 1,500-cu.-ft. capacity.
- 1958** FORD 15-cwt. van, mileage 16,000, choice of two.
- 1958** September, AUSTIN 30-cwt. normal-control town van, in immaculate condition, ready for immediate work.
- 1955** AUSTIN 10-cwt. gown van, in excellent order.
- 1955** COMMERCIAL Superpolite gown van, in tip-top condition.
- 1955** BEDFORD 10-12-cwt. van, excellent order, choice of two.
- 1954** MORRIS 10-cwt. J-type boxvan, excellent mechanical order, repainted dark blue.
- 1952** BEDFORD P6 diesel Luton van, doors and tailboard, unladen weight 3 tons 4 cwt.
- A**USTIN, Ford, Kootas Group.
- SEVERAL** new light vans for immediate delivery.
- C**OMPREHENSIVE stock always held. 851-349



Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), L. TD.

OFFER THE FOLLOWING USED  
COMMERCIAL VEHICLES:—  
AT AIRPORT GARAGE,  
NEWMARKET ROAD, CAMBRIDGE.  
Phone, Cambridge 56291.

- 1957 BEDFORD 8-ton normal-control prime mover,  
Scammell automatic coupling gear, Bedford 300  
diesel engine, £450.  
1957 AUSTIN forward-control prime mover, Scam-  
mell automatic coupling gear, B.M.C. diesel  
engine, £450.  
1957 AUSTIN A55 pick-up, fitted heater, cream,  
good order, £375.  
1955 AUSTIN 5-ton forward-control platform truck,  
18-ft. alloy body, B.M.C. diesel engine, good  
throughout, £650.  
1955 MORRIS Cowley van, blue, good condition,  
£200.  
1953 BEDFORD 7-ton forward-control platform  
truck, Leyland Comet diesel engine, cab and  
body rough but serviceable, tyres fair, mechanical  
condition good, £300.  
1953 BEDFORD 7-ton, as above, with Albion diesel  
engine, £300.  
1951 (Registered 1957) COMMER Superpole petrol  
forward-control double-drop-side truck, good  
engine, £175.  
1951 BEDFORD 5-ton insulated meat van, new  
engine just fitted, good tyres, £175.  
1950 LAND ROVER Regular, good mechanical con-  
dition, £175.  
1950 AUSTIN 25-cwt. van, green, good mechanical  
condition, £65.

AT 63 BRIDGE STREET, PETERBOROUGH.  
Phone, Peterborough 66011.

- 1958 STANDARD van, blue, very good order, £295.  
1955 COMMER 15-cwt. van, green, £260.  
1950 SENTINEL 10-ton platform truck, one owner,  
excellent condition, £375.

AT 120 GOLDINGTON ROAD, BEDFORD.  
Phone, Bedford 68386.

- 1956 MORRIS 5-ton long-wheelbase diesel platform  
truck, 8.25 by 20 tyres; £485.  
1954 AUSTIN A40 pick-up, green, fitted heater,  
£265.  
1954 LAND ROVER, fitted heater, good tyres, £275.  
1952 BEDFORD 10-cwt. van, £95.

MARSHALLS (CAMBRIDGE), L. TD.

CAMBRIDGE, PETERBOROUGH, BEDFORD.  
851-492

DUROSE GARAGE,

A.E.C. AUTHORIZED DEALERS.  
DODGE AND TROJAN DISTRIBUTORS.

- 1957 LEYLAND Comet 90 long-wheelbase drop-sided  
truck.  
1957 COMMER TS3 tipper, Eaton 2-speed.  
1948 SEDDON P6 platform lorry, in good condition.  
1959 E.R.F. 44G 20-ft. sided flat, Eaton 2-speed.  
1959 Juiy. FORD Trader 7-ton tipper.  
1958 FORD Trader 7-ton flat.  
1959 E.R.F. Steer 22-ft. sided flat.  
1956 BEDFORD 6-ton tipper, alloy body.  
1954 THORNYCROFT Trident long-wheelbase plat-  
form lorry, excellent condition.  
1954 THORNYCROFT Sturdy, Special CR6 engine,  
20-ft. platform body, 9.0 by 20 tyres.  
1936 A.E.C. Mammoth Major 8 flat, double drive,  
in good condition, ready for work.

LIVERPOOL ROAD,

NEWCASTLE, STAFFS.

Phone, Newcastle 52251-2.  
On the A34 road. 851-483

WHELLERS (MOTORS), L. TD.

MORRIS-COMMERCIAL DISTRIBUTORS,  
YEOVIL, SOMERSET.

Phone, Yeovil 2561-2-3.

- 1956 B.M.C. 7-ton drop-side truck.  
1956 October, 7-ton B.M.C. Eaton 2-speed, power  
steering, alloy body, choice of two.  
1955 AUSTIN Loadstar all-steel tipper, P6.  
1954 (Late) COMMER TS3 diesel 7-ton truck.  
1954 BEDFORD 5-ton normal-control platform  
truck, P6 diesel, choice of two.  
1954 55 BEDFORD 7-ton forward-control alloy plat-  
form truck, R6 diesel.  
1952 BEDFORD 7-ton platform truck, Leyland  
Comet engine.  
1952 November, SEDDON 7-ton platform truck, P6.  
1950 VULCAN 6-cu.-yd. tipper, P6.  
DENNIS Max diesel platform lorries (choice of nine).  
1950 DODGE drop-side lorry, P6.  
SEVERAL new MORRIS-COMMERCIAL vehicles in  
stock.  
FAVOURABLE delivery on all models.  
3,200 GAL. trailer tankers, in very good condition  
(choice of two). 851-390  
A42

Used Goods Vehicles (contd.)

JACKSONS  
FOR

MODERN SELECTED VEHICLES.

- 1956 B.M.C. 5-ton short-wheelbase, drop-side square  
steel body, in very good order.  
1957 BEDFORD 5-ton short-wheelbase tipper  
(petrol), excellent condition, ex owner driver.  
1956 BEDFORD 5-ton short-wheelbase tipper  
(petrol), in exceptional condition, ex owner-  
driver.  
1954 BEDFORD 5-ton short-wheelbase tipper (petrol),  
repainted and in very good order.  
1954 BEDFORD 5-ton short-wheelbase tipper, square  
steel body (petrol), in very good condition.  
1956 BEDFORD 5-ton long-wheelbase lorry, diesel,  
excellent condition.  
1954 BEDFORD 7-ton long-wheelbase lorry, diesel,  
in very good order.  
1954 BEDFORD 5-ton long-wheelbase boxvan, in  
very good order, ex large combine.  
1954 FORD 5-ton 4D long-wheelbase lorry, with  
Balco extension, 17-ft. 6-in. body, excellent  
throughout.  
1957 FORD 4D long-wheelbase lorries, choice of  
three, all in very good order.  
1955 MORRIS diesel tractor unit, excellent condi-  
tion including tyres.

O. T. JACKSON MOTORS, L. TD.

855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR WOLVERHAMPTON.  
Phone, Broadwell, Birmingham 2871-2-3. 851-135

PRICES (EARL SHILTON), L. TD.

DEALERS OF ATKINSON VEHICLES AND  
YORK TRAILERS.

- NEW 6-wheel FORD Trader, 9.0 by 20 tyres, chassis  
and cab, take 22-ft. body, now at York for axle con-  
version.  
NEW Trader prime mover, at York for fifth-wheel  
attachment.  
NEW Trader tractor fitted Eaton 2-speed axle, now at  
Scammell.  
NEW AUSTIN 10-cwt. van, in primer.  
NEW COMMER 30-cwt. van, in primer.  
NEW COMMER 10-cwt. Express delivery van, in ante-  
loop grey.  
A 1L ex-stock.  
LEYLAND Comet, 1956, one owner, 2-speed axle,  
23-ft. 6-in. Tasker, trailer, £1,000.  
1956 COMMER 7-ton TS platform, £625.  
NEW 26-ft. York trailer with Scammell hitch, ex-stock.  
OTHER machines available.

PRICES (EARL SHILTON), L. TD.

NEW STREET,  
EARL SHILTON,  
LEICS.  
Phone, Earl Shilton 3321-2-3. 851-145

DISPATCH MOTORS.

FORD DISTRIBUTORS.

256-278 BOROUGH HIGH STREET, S.E.1.

- 1954 FORD 5-cwt. van.  
1956 4-ton long-wheelbase 4D truck, choice of six.  
1955 25-cwt. COMMER short-wheelbase truck, choice  
of three.  
PHONE, WATERLOO 5991. 851-203

- 1955 COMMER Express delivery van.  
1954 COMMER Express delivery van.  
1953 COMMER 5-ton petrol van, reconditioned  
engine, new tyres.  
1952 COMMER 7-ton petrol drop-side.  
1955 MORRIS COWLEY 10-cwt. van.  
1955 BEDFORD 7-ton diesel drop-side.  
1952 LEYLAND Comet long-wheelbase truck.  
1951 THORNYCROFT diesel long-wheelbase truck.  
1953 LEYLAND Comet platform lorry.  
1952 BEDFORD tractor, Comet engine.  
NEW vehicles.  
LEYLAND Octopus chassis-cab.

NEWCASTLE (STAFFS), MOTOR CO., L. TD.

NEWCASTLE ROAD,  
TRENT VALE,  
STOKE-ON-TRENT.

Phone, Newcastle (Staffs) 64621-2-3. 851-26

ELT BROS., L. TD.

- 1952<sup>3</sup> LEYLAND Octopus semi-Luton van, ideal  
for fairground work, £1,200.  
1958 Thames Trader 5-ton tippers (petrol engine),  
low mileage and in good condition, choice of  
several from £475.

ELT BROS., L. TD.

BEDFORD AND VAUXHALL DEALERS,  
DEAKINS ROAD,  
BIRMINGHAM, 25.

Phone, Victoria 2742-3-4. 851-160

Used Goods Vehicles (contd.)

H. A. SAUNDERS, L. TD.

CASTLE STREET,  
WORCESTER.

Phone, Worcester 27100.

OFFER THE FOLLOWING USED COMMERCIAL  
VEHICLES SUBJECT TO BEING UNSOLD.

- 1959, September, AUSTIN 7-ton lift-off type cargo  
truck, £1,725.  
AUSTIN 1-ton diesel van, £375.  
1958 AUSTIN 5-ton N.C. diesel drop-side truck,  
£500.  
1957 AUSTIN 5-ton F.C. petrol chassis and cab,  
£400.  
1956 SEDDON 7-ton F.C. petrol drop-side truck,  
£400.  
1955 SEDDON 7-ton platform truck, P6 diesel, £425.  
1955 SEDDON 7-ton platform truck, P6 diesel, £425.  
1954 SEDDON 7-ton platform truck, P6 diesel, £380.  
1954 SEDDON 7-ton platform truck, P6 diesel, £380.  
1953, December, 7-ton DODGE flat, R6 diesel, £380.  
1957 AUSTIN 7-ton drop-side truck, 2-speed axle  
and power steering, £675. 851-2

FOREST ROAD GARAGE CO., L. TD.

LONDON ROAD,  
COALVILLE, LEICESTER.

- 1959 LAND ROVER 88-in. model (petrol), motor  
fitted, all as new, 1,500 miles only, £575.  
1958 AUSTIN 152 mobile butcher's shop, complete  
by Kenex, £650.  
1957 BEDFORD 15-cwt. van, very good condition,  
£335.  
1957 BEDFORD Workbuses (choice of four), £340.  
1957 COMMER 5-ton short-wheelbase tipper, Q6,  
£425.  
1956 COMMER 7-ton diesel tipper TS3, short wheel-  
base, £625.  
1955 COMMER 7-ton diesel tipper, TS3, medium  
wheelbase, alloy body, £600.  
1955 COMMER 8-cwt. van, £260.  
1955 BEDFORD short-wheelbase tipper, 5-ton  
(petrol), £395.  
1954 BEDFORD long-wheelbase drop-side truck  
(diesel), £250.  
1954 BEDFORD long-wheelbase platform truck  
(petrol), 3-ton, £250.

OFFERS INVITED.

PHONE, COALVILLE 881-2, DAY.

791, Night. 852-820

COX'S MOTORS (HILL TOP), L. TD.

SELECTED USED VEHICLES.

- LEYLAND Octopus 8-wheeler.  
LEYLAND Comet long-wheelbase tipper.  
1957 LEYLAND Comet forward-control long-wheel-  
base truck.  
1956 MORRIS, B.M.C. diesel, 5-ton forward-control  
long-wheelbase truck.  
1957 COMMER TS3 diesel, 12-ton artic.  
1956 COMMER TS3 7-ton long-wheelbase truck.  
NEW vehicles for immediate delivery.  
LEYLAND Octopus chassis and cab.  
LEYLAND Comet CS3-3R chassis and cab.  
MORRIS 5- and 7-ton diesel long-wheelbase forward-  
control chassis and cabs.  
MORRIS LD1 van, petrol.

PART-EXCHANGES and terms arranged.

COX'S MOTORS (HILL TOP), L. TD.

127 HILL TOP,  
WEST BROMWICH.

Phone, Wednesbury 0470 and 1047. 851-140

SELLERS AND BATTY (SALES), L. TD.

FENGATE, PETERBOROUGH.

Phone, Peterborough 67048.

- 1956 DODGE 7-ton platform truck, fitted Perkins  
R6 Mk. 2 engine, 19-ft. platform with cab  
roof rack, suitable for hay and straw.  
1950 DENNIS Max, 18-ft. timber drop-side body,  
good runner, cheap to clear.  
1948 MAUDSLAY 8-wheeler, fitted 24-ft. platform  
body, A.E.C. 9.6 engine. 851-133

THE NIGHTINGALE ENGINEERING CO.

L. TD.

- 1951 MAUDSLAY 8-wheeler flat platform.  
1951 E.R.F. twin-steer platform, good condition.  
1956 ALBION Reiver, flat platform, very clean  
vehicle.  
1956 Registered FODEN 6-wheeler, good condition,  
well tried.  
1954 SEDDON tractor unit with new York Scammell  
25-ft. trailer.  
1958 DENNIS Pax, flat platform, first-class condi-  
tion; choice of two.  
1949 LEYLAND Octopus, 24-ft. flat platform, good  
condition.

WESTERN LANE, LONDON, S.W.12. Battersea 2195.  
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Used Goods V

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# Used Goods Vehicles (contd.)

**S. SPARSHATT,**  
SOUTHAMPTON,  
HAVE FOR DISPOSAL THE FOLLOWING  
VEHICLES:—

**FODEN** 1950 5-ton platform truck fitted with Gardner 4LK engine, in good condition, unladen weight 2 tons 11 cwt. 21 lb., price £375.  
**LEYLAND** 1952, November, Model EC02/1R Comet, L with 16-ft. 6-in. double-drop-side timber constructed body, in good condition, price £650.  
**DODGE** 1955, October, 5-ton diesel Model 103AP6 standard tipper, in good condition, price £375.  
**LEYLAND** 1948 Hippo tipper, vehicle in good condition, £500.  
**E.R.F.** October, 1948, chassis-cab, fitted with 26-ft. treble-drop-side body, in good condition, price £750.  
**PLEASE** write or call, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 851-342

**SHELDON MOTOR SERVICES,**  
2119 COVENTRY ROAD,  
SHELDON, BIRMINGHAM, 26.  
Phone, Sheldon 4386-7-8.

**NEW** COMMER 30-cwt. van, bulk capacity, for immediate delivery.  
**NEW** AUSTIN 30-cwt. Luton furniture van, available 10 days.  
**AUSTIN** 2-3-ton diesel truck, 1955, £345.  
**COMMER** P6 long-wheelbase truck, 1954, £295.  
**BEDFORD** 30-cwt. van, 1953, £245.  
**AUSTIN** 1-ton van, 1955, £265.  
**MORRIS** J-type van, 1955, £145  
**TERMS.** Exchanges. 851-367

**FOR** sale, 1955 E.R.F. tipper fitted with 8-yd. Homalloy body with under-ram gear, good tyres, in excellent condition throughout, £1,200. One 21-ft. sided truck body to fit Commer QX, good condition, £40, also cab in new condition to fit same vehicle, £40. One 5LW Gardner engine in good second-hand condition, £70. One Kirkstall diff., £65, and one David Brown gearbox type U65, £65. Box CM5012, care of "The Commercial Motor". 851-8503

**1954** DENNIS Stork chassis-cab, Perkins P4 under-floor engine, £200.  
**AUSTIN** Gipsy pick-up, diesel, demonstrator, low mileage, £650.  
**1960** FORD 6T Trader, 7-ton short-wheelbase 6-yd. tipper, steel body, and gear by Anthony, 650 miles only, 1961 Trak Grip tyres on rear, £1,400.  
**AUSTIN** 7-ton chassis-cab, immediate delivery, list A price.  
**CHAMBERS** ENGINEERING, Weston Turville, Aylesbury, Stoke Mandeville 2282. 851-170

**DODGE** long-wheelbase 5-ton tipper, large capacity body, December, 1959, 4,000 miles, Perkins engine, 1959, 6,500 miles.  
**1959** TROJAN diesel 25-cwt. truck, low platform, December, 1959, 6,500 miles.  
**BOTH** in new condition.

**R. ADAMS,** Stallington Rd., Blyth Bridge, Stoke-on-Trent. Phone, Blyth Bridge 3165. 851-4

**1954** ATKINSON 8-wheel platform.  
**1952** ALBION 8-wheel drop-side truck.  
**1954** ALBION Chieftain platform.  
**1952** E.R.F. 8-wheel platform.  
**1951** E.R.F. 4-wheel drop-side.

**HIRE-PURCHASE** and part-exchanges.

**COMMERCIAL MOTORS (CLAY CROSS), LTD.,** Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302; after 6 p.m., Clay Cross 3191, 2364. 851-503

**LEYLAND** Comet diesel 20-ft. platform, good tyres, 9.00 by 20, excellent condition, £395.  
**B.M.C.**, Late 1956, 5-ton platform, diesel, excellent condition, good tyres, choice of two, each £495.

**KARRIER** Bantam, 1947, 2-ton drop-side truck, excellent condition, £25.  
**THORNycroft** Trident, 1952, diesel, 7-ton platform, £295.

**H. GATWARD, LTD.,** 14-17 Sandling Rd., Maidstone, Kent. Phone, Maidstone 4289. 851-439

**WARWICK MOTORS ENGINEERING CO., LTD.,**

ALBION CONCESSIONAIRES, LEYLAND DEALERS. OFFER:—

**ALBION** Reiver 1956 FT107L 22-ft. platform bodies, alloy underframe, unladen weight 4 tons 16 cwt., choice of four.

**ALBION** Reiver 1955 FT107L 22-ft. platform bodies, a choice of three.

**COMMER** TS3, 1957, Boyen 6-wheeler, 21-ft. 6-in. drop-side body, fitted new differential, 9.00 by 20 tyres, £975.

**THORNycroft** Sturdy 1956 20-ft. platform, 9.00 by 20 tyres, £600.

**THORNycroft** Sturdy, 1951, December, 17-ft. platform, 7.50 by 20 tyres, £200.

**SEDDON** 6-7-tonner, 1953, P6 engine, 17-ft. drop-side body, £450.

**SEDDON** 6-7-tonner, 1954, R6 engine, 17-ft. 6-in. flat platform, 9.00 by 20 tyres, £300.

**1959** FORD Thames 5-tonner, 6D engine, 1,000 c.c., Luton van body, excellent condition throughout.

**FULL** details of the above apply:—  
**STOKE GARAGE,**  
COPELAND STREET, STOKE-ON-TRENT.  
Phone 47507-8. 851-248

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# Used Goods Vehicles (contd.)

**CENTRAL GARAGE,**  
AUTHORIZED  
LEYLAND, ALBION DEALER,  
BARNLEY ROAD, SOUTH ELSMALL,  
NEAR PONTEFRAC.  
Phone, South Elsmall 2767-8.

**ALBION** Chieftain, 1954, with alloy platform body.  
**ALBION** Chieftain 1954 long-wheelbase tipper.

**DENNIS** Pax, 1956, P6 engine, 18-ft. alloy drop-side body.  
**B.M.C.** August, 1957, long-wheelbase drop-sided body.

**ALBION** Model HD, 1951, fitted with 20-ft. platform body.  
**MAUDSLAY** Maharee tractor, 1947, with 5th-wheel coupling and 24-ft. Dyson tandem-axle semi-trailer.

**LEYLAND** 1955, semi-forward control, fitted with 18-ft. drop-side body.  
**COMMERCIAL** TS3, 1957, with 22-ft. platform body and Boys rear axle.

**COMMERCIAL** TS3, 1957, 9.00 by 20 tyres, drop-side body.  
**FORD** 4D 1955 5-ton with drop-side body.

**LEYLAND** Steer, 1948, platform body, 600 engine.  
**ALBION** Chieftain, 1958, export model, platform body.

**TERMS** AND PART-EXCHANGES.  
**CENTRAL GARAGE,**  
SOUTH ELSMALL. 851-278

**MARSTON MOTOR CO., LTD.,**  
SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.15.  
Phone, Stamford Hill 8000.

**USED** LUTONS FROM STOCK.

**1955** FORD 3-4-ton diesel 1,500-cu.-ft. alloy pan-technion.  
**1948** BEDFORD passenger chassis, 1,250 cu. ft., Luton van, £145.

**MISCELLANEOUS** used commercials.  
**1957** BEDFORD Workabus, red-cream, £375.

**1955** MORRIS 1-ton delivery van, repainted, £260.  
**1949** FORD 2-3-ton boxvan with nearside roller shutter, £145. 851-383

**CAPITAL MOTOR CO., LTD.,**  
BEDFORD MAIN DEALERS.  
SCAMMELL DISTRIBUTORS.

**BEDFORD** 10-12-cwt., 15-cwt. vans and conversions for 9 immediate delivery.  
**BEDFORD** 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.

**DENNIS** 1950 Pax boxvan, one owner.  
**1958** BEDFORD Utility Busette, in excellent condition, £410.

**1953** MORRIS 1-ton van, in good condition, £120.  
**1958** AUSTIN 2-ton van, diesel engine, good condition, £510.

**1958** FORD Trader tipper, 2-speed axle, in good condition, £850.  
**1958** REMINGTON St. City Rd., N.1. (Near Angel), Clerkenwell 7456. 851-337

**HAZLEMERE MOTOR CO.,**  
(WALTHAM ABBEY), LTD.,  
Waltham Cross 22275-7.

**BEDFORD** DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

**1950** FODEN 6-wheel platform, new Gardner engine, completely overhauled, fitted with 25-ft. 2-drum cattle float, constructed mahogany, very high-class vehicle.  
**1955** BEDFORD 10-12-cwt. van.

**1959** BEDFORD 15-cwt. heavy-duty van.  
**1948** BEDFORD 5-ton tipper; choice of two.

**1949** BEDFORD 5-ton tipper.  
**KARRIER** tipper, 6D engine, 34 by 7 rear tyres, 4-wheel drive.

**1955** LAND ROVER pick-up. 851-325

**A.E.C.** 9.6 8-wheeler, single drive, 1948, £350.

**LEYLAND** Comet, 1953, rebuilt engine and brand-new 5-speed box and 2-speed Eaton axle, £250.

**LEYLAND** Octopus 8-wheeler, 1953, in 1958 condition, late-type cab, rewired, etc., £900.

**ERNEST THORPE AND CO., LTD.,** Thurgoland, near Sheffield. Phone, Stockbridge 2152. 851-262

**CHASERIDE MOTOR CO., LTD.,**  
GREAT CAMBRIDGE ROAD,  
ENFIELD, MIDDLESEX.  
FORD MAIN DEALERS.  
Phone, Enfield 3456.

**1954** 7-ton long-wheelbase DODGE platform truck, in very good condition, 5-speed gearbox, R6 engine overhauled in 1959, £450.

**SEPTEMBER**, 1957, Thames Trader 5-ton 4D, in fine condition, 7.50 by 20 tyres, including spare, excellent 24-ft. platform body on Balco extension, complete with 5-ft. full headboard, unlettered.

**1958** 10-12-cwt. Thames van, painted black, one owner, £325.

**1958** 15-cwt. Thames van, painted blue, excellent condition, one owner, £350.

**ALL** new Trader models available from stock. 851-394

# Used Goods Vehicles (contd.)

**1958** BEDFORD 6-7-tonner, one owner, mileage only 48,000, Bedford own diesel engine.  
**1957** BEDFORD long-platform 7-tonner, Bedford own diesel engine, in first-class condition.  
**1955** BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes retimed, two new tyres, a bargain.  
**1953** BEDFORD 8-ton tractor unit, Perkins P6 engine, in exceptional condition throughout.  
**1949** SENTINEL 8-tonner, long platform, good condition for year.

**ORMSKIRK MOTORS, LTD.,**  
MAIN VAUXHALL-BEDFORD DEALERS,  
COUNTY ROAD, ORMSKIRK.  
Phone, Ormskirk 2551-2. 851-279

**SPA GARAGE (LEEDS), LTD.,**  
FOR  
ALBION AND LEYLAND,  
MEANWOOD ROAD, LEEDS, 7.  
Phone 34884.  
Evenings, phone 688516.

**NEW** Albion and Leyland chassis for immediate or early delivery.  
**1958** BEDFORD Comet engine 6-wheeler, 22-ft. platform body.  
**1955** ALBION Scammell tractor unit with semi-trailer.  
**1953** SEDDON P6 Scammell tractor unit with semi-trailer.  
**FODEN** 7-8-ton tipper, fitted 5LW.

**1959** COMMERCIAL TS3 7-ton long wheelbase. 851-248

**VIGO MOTORS,**  
**1958** BEDFORD Workabus, £425.  
**1957** BEDFORD van, 10-12-cwt., £300.  
**1952** COMMERCIAL estate, £135.

**VIGO MOTORS, Walmley Rd., W.10. Ladbroke 3051.** 851-311

**1954** BEDFORD drop-side 7-ton diesel truck, £490.  
**1955** COMMERCIAL Luton 1,200-cu.-ft. van, £525.

**THREE** 1957 COMMERCIAL TS3 tractor units, good condition, Scammell automatic couplings, £700 each.  
**CAMPBELL SYMONDS AND CO., LTD.,** Forty Avenue, Wembley, Middx. Arnold 7771. 851-324

**B.M.C.** September, 1957, registered, reconditioned engine, 2-speed axle, power steering, good condition, £750.  
**Foden**, ex-W.D. 6-wheel tipper, 14.00 by 20 tyres, very good runner, £450. Ford Thames 5-tonner, 1955, 4D diesel, long-wheelbase tipper, high-sided body, £275.  
**Commer**, 1958, TS3 long-wheelbase 18-ft. flat, alloy body, excellent condition, £750. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 851-1440

**SAYERS GARAGE, Brough, Westmorland. Brough 128.** 851-281

**1958** BEDFORD 8-ton Vauxhall fitted Scammell tractor, complete with trailer.  
**1954** SEDDON Scammell tractor, 2-speed axle.

**1955** THORNycroft diesel Scammell tractor.  
**1955** BEDFORD 7-ton R6 diesel, 17-ft. 6-in. alloy flat.  
**BEDFORD** 10-ton Scammell tractor, fitted Perkins P6 diesel engine, cab a bit shabby.

**1955** WALTON LANE, Liverpool, 4. Aintree 1873. 851-489

**1955** FORD 4D long-wheelbase truck, £375.  
**1952** FORDSON, fitted 500-gal. paraffin tanker for door-to-door delivery, £175.  
**1951** BEDFORD 5-ton long-wheelbase truck, £185.

**1950** BEDFORD cattle truck, Jennings body, fitted Perkins P6 engine, £190, offer—  
**ERRINGTONS, Evington, Leicester. Phone 34102-3.** 851-607

**BEDFORD** 500-gal. tankers, very good condition, suitable water or paraffin, price £180 each.  
**MAUDSLAY** Mogul A.E.C. 7.7 diesel 8-ton drop-sided lorry, 1946, good condition, price £350.

**LEYLAND** Hippo, registered 1959, 6-wheeler 25-ft. drop-sided body, excellent condition, nearly new tyres, price £850.

**PPLY, H. and J. R. Saunders and Co., Ltd., Hainault A.Rd., Leytonstone, London, E.11. Ley 4383.** 851-438

**CONTAY MOTOR WORKS, LTD.,** 164A Southwark Bridge Rd., S.E.1, offer—  
**MORRIS** 25-cwt. van, good condition, £225.  
**1955** Exchanges and deferred terms. Waterloo 6182-3. 851-531

**T. C. HARRISON, LTD.,**  
MAIN FORD DEALERS,  
LONDON ROAD,  
SHEFFIELD.  
Phone 29091.

**1955** AUSTIN 25-cwt. van, £125.  
**1952** COMMERCIAL 7-ton long-wheelbase truck, £250.  
**1945** COMMERCIAL 2-ton drop-side petrol truck, £108.  
**1949** COMMERCIAL 4-5-ton truck, petrol, £100.  
**1953** DODGE 7-ton 6-cylinder Perkins diesel truck, £395.  
**NEW** Thames Trader articulated tractor unit, ex stock.  
**NEW** Thames Trader 5-ton 4-cylinder diesel chassis-cab 138-in. wheelbase, ex stock.

**ASSOCIATED WITH**  
**WEST RIDING MOTOR CO.,**  
SHEFFIELD ROAD,  
ROTHERHAM.  
Phone, Rotherham 77296. 851-497

# Used Goods V

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**SOUTHERN**  
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**SEDDON** 33-scater condition, £199.  
**1959** Model V1000 5-ton PO Transporter  
**1958-59** Thame

**1957** AUSTIN dition,  
**1949** A.E.C.  
**1948** GUY W

**SEDDON** diesel 2  
**A** Large selection  
descriptions in

**BEDFORD** petrol  
mean-neck trailer  
**1953** GUY O  
Luton, 6  
**1953** 5-ton PO  
Transporter  
Arbuthnot St., E.R.

**1956** COMMERCIAL  
**1955** AUSTIN  
**AUTO SALES A** Surrey. Phone.

**1958** double-d  
cast bushes, headbo  
Bedford long-wheelb  
guarantee, new tyre  
296.

**ANY** type of com  
late-model, day  
Avenue, Bradford, 7.

**WE** are your  
vehicles, large  
lorries, tipper, artic  
paid on spot.

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**Telegraphic Ad**

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7-ton to 25-ton  
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**LATE-TYPE** motor  
equipment.  
**COX'S** TRUCKS  
West Bromwich

**WANTED** to r  
all types, 30  
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**SPECIAL**  
JENSEN, 1,800 c  
P6 engine, 6-ton  
Metropolitan Area  
Rd., Thornton Heath

**1948** MAUDSLAY  
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A. Malpas weight  
£1,500.

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**Special A**  
**WANTED**, three  
articulated, with  
or Metropolitan Ty  
BEECH'S GARAG  
Bantley, Stoke-

**WANTED**, speed  
haulage busin  
Stanford, Li

**WANTED**, speed  
haulage busin  
Overbridge R., Eali  
line 561 or Beaco

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Special A lice  
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**SEDDON** 33-seater coach, P6 engine, 4-speed box, good condition, £199.  
**1959** Model VOLKSWAGEN 15-cwt. van, heater, unmarked, 13,000 miles, one owner, £465.  
**1958** 59 Thames 5-cwt. and 7-cwt., choice of eight.  
**1957** AUSTIN 30-cwt. van, F.C., in excellent condition, choice of two, £385.  
**1949** A.E.C. Regal coach, 7.7 engine, 4-speed box, £225.  
**1948** GUY Wolf 50-cwt., choice of two, £99.  
**SEDDON** diesel 2-ramp tipper, 9-yd. body, P6 engine, £350.  
**A** Large selection of used commercial vehicles of all descriptions in stock. Your inspection invited. 851-525

**B**EDFORD petrol artic., Scammell attachment. Hands van-neck trailer, pantechnicon, excellent tyres, £225.  
**1953** GUY Otter, 4LK, Eaton 2-speed 1,500-cu-ft. Luton, £650.  
**1953** 5-ton FORD diesel drop-side truck, £250. Road Transport Services (Hackney), Ltd., 21-37 Abchurch St., E.C. 4. 851-329  
**1956** COMMERCIAL van, black, £275.  
**1955** AUSTIN A40 van, maroon, £245.  
**A**UTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 851-341  
**1958** 7-ton Thames Trader, 6D, long-wheelbase, double-drop-side, 9,000 by 20 tyres, heater, twin van, fuel, headboard, good condition, £850. 1955 7-ton Bedford long-wheelbase double-drop side, new R6, under guarantee, new tyres, good condition, £600. Smallfield 290. 852-24689

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ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. 222-932

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WE are your buyers for all types of commercial vehicles, large or small, 5-ton to 20-ton platform lorries, tipper, articulated, Lutons, etc., etc., top prices paid on spot.

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**WANTED** urgently, 100 late-type 4-6-wheelers, from 7-ton to 25-ton carrying capacity, 1956-60, must be clean and good mechanically, trade inquiries invited, cash settlement. Write stating price and full particulars. S. Haydon (Hilfers), Ltd., Lodge Garage, Gomersal, near Leeds, Dodley Hill 1144. 851-85097

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**WANTED**, special A licences, vehicles, all areas and haulage businesses. Percy D. Sleeman, Ltd., 38 Uxbridge R., Ealing, W.5. Ealing 7987. After hours, Irv 561 or Beaconsfield 1081. 851-443

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**WANTED** to purchase Special (A) licences and vehicles of all types, any weight, in any part of the country.

**WILDE AND BENNETT, LTD.,**

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Phone, Glossop 2092-3.  
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**EXPANDING** haulage company anxious to purchase Special A licensed vehicles only, of any weight or type, in any part of the country at £250 per ton, urgent. See CM518, care of "The Commercial Motor". 851-310

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**WANTED**, urgent, 4-ton, 5-ton special A licence vehicles, East of Metropolitan area. Church Road Motors (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone 57271 (10 lines). 851-108  
**O**LD established haulage firm who are willing to expand their interests are willing to purchase Special A licences or Ordinary A licences, any area, large or small or single lots, highest prices given. Full particulars in first instance to Stuart Hall, 129 Manchester Rd., Droydsden, Manchester. 851-315

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NEW A.E.C. MERCURY MARK I, 16-FT. 3-IN. WHEELBASE, FULL-FRONTAL CAB AND CHASSIS.

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**M**ERCURY Mark II chassis-cab, long wheelbase.  
**C**OMMERCIAL VEHICLE REPAIRS (ESSEX), LTD., Cranes Close, Basildon. Phone, Basildon 20223. 851-202

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FOR sale, ATKINSON 8-wheeler cab and chassis, model S.1786L, fitted with Gardner 6LX, 40 by 8 tyres, and 8-wheel brakes, with or without Edbro tipping gear. Box CM5116, care of "The Commercial Motor". 851-534

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**OFFER IMMEDIATE DELIVERY OF**

AUSTIN 152 13-seater P.S.V. coach, in primer.

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AUSTIN 2-ton F.G. Series chassis van, front end, diesel.

AUSTIN 3-ton normal-control chassis-cab, petrol.

AUSTIN 5-ton forward-control 160-in. drop-side truck, diesel.

AUSTIN 7-ton forward-control 160-in. chassis-cab, diesel.

AUSTIN 7-ton 160-in. drop-side truck, diesel. 852-8518

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IMMEDIATE DELIVERY.

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**A**USTIN 1-ton diesel van, £799.

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**A**USTIN 5-ton diesel drop-sided truck, £1,213.

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**A**USTIN 15-cwt. Omnivan, £493.

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**A**USTIN 2-ton forward-control petrol truck, £760.

**A**USTIN 2-ton forward-control diesel truck, £892.

**A**USTIN A152 van. Acorn 6731. 851-460

**H**OLBROOK MOTOR CO., LTD.  
AUSTIN Luton vans from 1 to 7 tons, first-class specifications, competitive prices, some chassis from stock, Hill Rise, Richmond, Surrey. Ric 4014. 863-8517

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**A**SK your agent for details of the new Boys third axle for the new big BEDFORD 7-ton. 222-632

**P**RIMROSE offers third axle for your BEDFORD.

**A**LL inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. 222-944

**K.J. MOTORS, L. TD.**  
BEDFORD official main dealers.  
**N**EW BEDFORDS for immediate delivery.  
**W**IDMORE RD., Bromley, Kent. Ravensbourne 3456. 222-694

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COLONIAL HOUSE, LONDON ROAD, HADLEIGH.  
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OFFICIAL BEDFORD DEALERS.  
**B**EDFORDS  
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VANS, TRUCKS, TIPPERS—NEW AND USED FROM STOCK. 851-109

**B**EDFORD 4-, 5- and 7-ton chassis-cabs, 15-cwt. vans available for early delivery.

**B**ARTON MOTORS (PRESTON), LTD., Preston. 851-284

**C**OMPREHENSIVE RANGE OF MODELS  
AVAILABLE  
FROM 10 CWT. TO 10 TONS.

**A**RLINGTON MOTOR CO., L. TD.,  
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**R**ETAIL DEALERS:—  
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**B.M.C.** 7-ton forward-control chassis and cab in primer, 9.00 by 20 tyres, 12-ft. 6-in. wheelbase, diesel, best price. The Bucks Motor Co., Ltd., Aylesbury 2264. 851-8

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**B**OYS third axles are available for COMMER 7-ton trucks. Ask your agent. 222-634

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**C**OMMER 7-ton 9-ft. 7-in. wheelbase Rootes 2-stroke diesel-engined chassis-cab and complete tippers available for immediate delivery.

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**B**OYS third axle for the new DODGE 3144 and 3145 tipper and flat. Ask your agent.

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**S**PARSHATTS, MILLBROOK.  
DODGE DISTRIBUTORS.  
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**P**HONE, SOUTHAMPTON 74947. 851-525

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RUTLAND 3296-7.

**O**WING to cancelled orders we are able to offer for immediate delivery the following new DODGE vehicles:—  
**O**NE medium-wheelbase platform truck.  
**O**NE medium-wheelbase platform truck.  
**O**NE 6-wheel platform or tipper.  
**O**NE short-wheelbase tipper.

**A**LL 7-ton models fitted with 9.00 by 20 tyres, flushcut, heaters, 2-speed axles, 5-speed gearboxes, air brakes, power steering.

**H**IRE-PURCHASE terms at low deposits. Phone, Uppingham 3296-7. 851-196

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**P**RIMROSE offers third axle for your 7-ton Trader.

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**F**ORD Thames 15-  
ton, etc. Painted  
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**T**RADER 138-in.  
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from stock.

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ton body, im  
EARLY delivery

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IN STOCK I  
SUBJECT

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NEW 7-ton Th  
S.805 by 20 in  
NEW 7-ton Trade  
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**B**ARTON TOWN  
Lancaster, P  
IMMEDIATE deliv  
chassis and cab  
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Walley 3315-6-7. 851-941

38-in. chassis-cab, com-  
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55551. 851-71

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LDERS.

ALL VEHICLES.  
INSURANCE.  
ROAD, S.W.17.  
(13 lines). 851-811

## New Goods Vehicles (contd.)

**ALDARDS MOTORS, LTD.**  
MAIN FORD DEALERS.  
43-45 ACRE LANE, BRISTON, S.W.2.  
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OFFER EARLY DELIVERY OF THE THAMES AND  
THAMES TRADER RANGE OF PETROL AND DIESEL  
COMMERCIAL VEHICLES.

ANY MAKE OF USED VEHICLE ACCEPTED IN  
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SPECIAL BODIES BUILT TO SUIT REQUIREMENTS.  
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**FORD** Thames 15-cwt. van, fitted with heater, passenger  
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**FORD** 7-ton Thames Trader, 138-in. and 160-in. wheel-  
base chassis and cabs, fitted with 6D direct-injection  
diesel engines, heater, flashing indicators, 28-gal. fuel  
tanks, 9.00 by 20 12-ply tyres on 3-piece wheels, choice  
of bodywork, immediate or early delivery.

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1396-7. 851-159

**RICHARDSONS (RUGELEY), LTD.**

WOLSELEY ROAD, RUGELEY.  
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Open seven days per week.

ALL OF THE FOLLOWING ARE AVAILABLE FOR  
IMMEDIATE DELIVERY FROM STOCK—

**TRADER** 7-ton with Boys conversion, 22-ft. drop-side  
body.

**TRADER** 7-ton short-wheelbase 6-yd. Edbro drop-side  
tipper.

**TRADER** 7-ton long-wheelbase 20-ft. drop-side truck.

**TRADER** 7-ton long-wheelbase 18-ft. drop-side truck.

**TRADER** 138-in. 7-ton 6D diesel, fitted with twin-ram  
Edbro, front-of-body gear and drop-side body, delivery  
from stock.

**TRADER** 5-ton 108-in. 6D diesel tipper, Edbro gear,  
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**EARLY** delivery of all models.

We keep a constantly changing and comprehensive  
stock of new FORD Traders for immediate delivery  
and ready for immediate use.

**PART-EXCHANGES WELCOMED.**

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LARGE STOCK OF NEW AND USED TRUCKS.  
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THE FORD PEOPLE.

ALL NEW FORD THAMES TRADERS  
IN STOCK FOR IMMEDIATE DELIVERY.  
SUBJECT TO REMAINING UNSOLD.

JUST arrived, the new FORD Thames Trader, double  
drive 6-wheeler, available for immediate delivery  
medium wheelbase and long wheelbase.

NEW 7-ton Thames Trader short-wheelbase tippers  
8.00 by 20 tyres.

NEW 7-ton Trader, 160-in. long-wheelbase chassis-cab.

NEW 7-ton Trader, 160-in. long-wheelbase chassis-cab  
with third-axle conversion.

NEW 7-ton Trader, 138-in. medium-wheelbase tippers  
with steel bodies.

NEW 7-ton Trader, 138-in. medium-wheelbase chassis-  
cab.

NEW 5-ton Thames Trader low-frame chassis-cab.

**TOP ALLOWANCE ON YOUR OLD VEHICLE  
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**NO H.P. CONTROLS NOW.**

**PURCHASE NOW, FROM AS LITTLE AS  
NO DEPOSIT.**

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THE FORD DEPOT. 851-195

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IMMEDIATE delivery Trader 7-ton 160-in. wheelbase  
chassis and cab, 3.00 by 20 Michelin XY.

TRADER 7-ton 160-in. chassis and cab, 9.00 by 20  
tyres on 3-piece wheels, 28-gallon tank, twin pas-  
senger seats.

EXCHANGES welcomed. 851-280

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**W. HAROLD PERRY, LTD.**  
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WEALDSTONE, MIDDLESEX.

**THAMES** Trader 4-ton 152-in. wheelbase, low-frame  
chassis-cab, fitted with approximately 1,100-cu.-ft.  
Luton, in primer, £1,435.

**THAMES** Trader 5-ton 1,500-cu.-ft. Luton van, finished  
in primer, £1,625.

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OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS.  
AND TO  
5.30 P.M. SATURDAYS. 851-296

**THAMES** 4-ton 128-in. short-wheelbase petrol truck.

**THAMES** Traders, immediate delivery, 7-ton long-  
wheelbase, 6D chassis-cab and 7-ton long-wheelbase  
6D trucks. Norman Reeve (Motors), Ltd., High St.,  
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**NEW THAMES** Trader chassis and cabs and tippers,  
early delivery of all models. Exchanges, deferred  
terms. S. McIver, Ltd., 244 Gallowgate, Glasgow, C.4.

**GUY**

**K. AND B. MOTORS**, distributors for GUY vehicles  
in north-eastern England. Early delivery on most  
models of Guy 4, 6- and 8-wheelers. Part-exchanges  
welcome. Fuel pumps and injector service for all makes.

**K. AND B. MOTORS**, Benwell Lane, Newcastle.  
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**GUY** Vixen, B.M.C. diesel engine, 16-ft. 3-in. platform  
body, 4-wheeler, 12-ft. 6-in. wheelbase.

**PRIMROSE** offers third axle for your GUY vehicle.

**ALL** inquiries to Primrose Group Sales, Clitheroe Rd.,  
Whalley, Lancs. Phone, Whalley 3315-6-7. 851-941

**NORTH CHESHIRE MOTORS, LTD.**, Wootton.  
Phone, Warrington 33271. Sales, spares and service.

**NEW GUY** Invincible 8-wheeler chassis and cab fitted  
with 24-ft. alloy platform body, available for im-  
mediate delivery from stock. Latest model with 4 loose cab,  
air brakes, double drive, choice of engine, bodywork if  
required. Terms, part-exchanges.

**J. RICHARDSON AND SONS, LTD.**, 100 Dudley  
Rd. East, Oldbury, near Birmingham. Phone.  
Broadwell 1840 and 2800. 851-186

**NEW** short-wheelbase GUY Warrior fitted with A.E.C.  
engine and Edbro tipping gear, immediate delivery.

**GUY** Invincible 8-wheeler, double drive, Gardner 6LX  
engine, chassis-cab, Feltham 3822. 851-459

**NEW GUY** Warrior chassis and cab, 15-ft. 9-in. wheel-  
base, 7.75 A.E.C. diesel. Phone, Cloughton 2436,  
2207. Addis and Co., Ltd., Guy Distributors, Birken-  
head. 851-259

**JEEP**

**SOLE** Appointed concessionaires for Great Britain and  
Northern Ireland.

**STEELE GRIFFITHS, LTD.**, London, S.E.5. Rodney  
2201-6. 851-957

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**CONTAY MOTOR WORKS, LTD.**, 164a Southwark  
Bridge Rd., S.E.1, offer 2-ton chassis and cab, immediate  
delivery. Waterloo 6162-3. 851-530

**LAND ROVER**

**R. J. SEARLE, LTD.**, the specialists with a national  
reputation, offer new models for immediate delivery.  
Thames St., Sunbury 3014, 3067. II, 88-in. wheelbase,  
petrol, early delivery, £650.

**NEW LAND ROVER** Series II, 88-in. wheelbase,  
diesel, early delivery, £740.

**NEW LAND ROVER** Series II, 109-in. wheelbase,  
petrol, early delivery, £730.

**NEW LAND ROVER** Series II, 109-in. wheelbase,  
diesel, early delivery, £820.

**COOMBS AND SONS (GUILDFORD), LTD.**,  
Forsmouth Rd., Guildford, Surrey. Phone, Guild-  
ford 62907. 851-228

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delivery. Brew Bros., Ltd., 133 Old Brompton  
Rd., S.W.7. Fre 3333. 851-468

**LEYLAND**

**BOYS** third axle for all Comets and Beavers. Ask your  
agent. 851-637

**J. H. SPARSHATT AND SONS**

(SOUTHAMPTON), LTD.

THE CAUSEWAY,  
REDBRIDGE, SOUTHAMPTON.

Phone, Totton 2258.

**NEW**

**LEYLAND**

**AND**

**ALBION VEHICLES**

OF ALL MODELS IN STOCK. 851-0874

**BROWNHILLS MOTOR SALES,**

**LEYLAND, ALBION, SCAMMELL**

AUTHORIZED DEALERS.

NEW LEYLAND COMET AND SUPER COMETS  
FROM STOCK.

**BROWNHILLS MOTOR SALES,**

WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 851-178

## New Goods Vehicles (contd.)

**ARLINGTON MOTOR CO. LTD.**, offer:—

**NEW** Octopus long-wheelbase chassis and cab.

**ARLINGTON MOTOR CO. LTD.**, Cornard Rd.,  
Sudbury, Suffolk. Phone 2301. 851-424

**MORRIS**

**STEWART AND ARDERN, LTD.**

**LONDON DISTRIBUTORS OF**

**MORRIS COMMERCIAL**

MORRIS-COMMERCIAL HOUSE,  
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**AND AT**

ACTON, STAINES, HARROW, GOLDERS GREEN,  
TOTTENHAM, DALSTON, ILFORD, SOUTHEND,  
CATFORD, CROYDON, SUTTON. 851-806

**15-CWT.** J2 van with passenger seat, spare wheel,  
primer. Arnot's Garages, Dundee 2068. 853-8496

**THE CRAWLEY DOWN GARAGE, LTD.**, Snow Hill,  
near Crawley, Sussex. Cophthorne 109-110.

**RETAIL** dealers for MORRIS-COMMERCIAL, have  
in stock:—

**NEW MORRIS-B.M.C.**, diesel, 5-ton forward-control  
drop-side lorry.

**NEW MORRIS-B.M.C.**, petrol, 2-ton new-look chassis-  
cab.

**NEW MORRIS** J2 15-cwt. van. 851-56

**MORRIS-COMMERCIAL** 30-cwt. LDO van in primer,  
diesel, list price. The Bucks Motor Co., Ltd.,  
Aylesbury 2264. 851-4

**NEW MORRIS** B.M.C. forward-control diesel prime  
mover.

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**NEW MORRIS** B.M.C. petrol 2-ton New Look chassis  
and cab, for immediate delivery.

**PORTWAY GARAGE**, Sream Rd., Kingswinford 3085,  
851-123

**MORRIS** J-2 van, immediate delivery. Acorn 6731.  
851-499

**ONE** 15-cwt. MORRIS, list price. Cavendish Motors,  
Cavendish Rd., N.W.6. Willesden 0046-8. 851-470

**NEW MORRIS** 1-ton diesel van.

**NEW MORRIS** 1-ton pick-up.

**HERWIN CANNY AND CO., LTD.** Woolwich 0165.  
851-306

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**HAMBLINS OF RUSHDEN.**

SCAMMELL DEALERS,  
RECTORY ROAD,

RUSHDEN.  
Phone 3211. 851-886

**SEDDON**

**THE SEDDON** Mk. 14 with Boys third axle gives you  
12-ton payload and 24-ft. body. Ask your agent. 851-638

**HALLS (FINCHLEY), LTD.**

886-902 HIGH ROAD,  
NORTH FINCHLEY, N.12.

**SEDDON** diesel vehicles. Full range new freighters,  
tippers, tractors, with Perkins or Leyland engines for  
payloads 1-12 tons. Gardner and Cummins powered  
rigid and articulated and multi-wheelers up to maximum  
legal gross vehicle weights. Hire-purchase, part-exchange.

**WRITE OR PHONE FOR BROCHURE.**

**HALLS (FINCHLEY), LTD.**

PHONE, HILLSIDE 1044-9. 851-877

**COTTEE AND EDWARDS (1939), LTD.**, Castle  
Boulevard, Nottingham. Phone 46674. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. 851-928

**WEYBRIDGE AUTOMOBILES LTD.**

QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

**SEDDON** 7-ton platform truck with Perkins P6 diesel.  
£1,777. 851-448

**SENTINEL**

**NORTH CHESHIRE MOTORS, LTD.**, Wootton.  
Phone, Warrington 33271. Sales, spares and service.  
851-974

**STANDARD**

**STANDARD** 10-12 Atlas van, immediate delivery  
861-499



## New Goods Vehicles (contd.)

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**HAMBLINS OF LEICESTER,**  
498 MELTON ROAD,  
LEICESTER.

ALWAYS GOOD STOCKS OF NEW TROJANS.  
TOP ALLOWANCE ON YOUR OLD VEHICLES.

**HAMBLINS OF LEICESTER,**  
498 MELTON ROAD,  
LEICESTER.  
Phone 61228.

EEZ-885

## New Goods Vehicles (contd.)

**NEW TROJAN** 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from  
**WILLIAMS MOTOR CO. (MANCHESTER), LTD.,**  
Trafford St., Manchester, 3. Phone, Deansgate 8781-3 for all information. EEZ-791

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**FOR** your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. EEZ-801

**EUROPEAN CARS, LTD.,** distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi, and ambulance. 129-131 Brompton Rd., S.W.7. Frenstante 7722. EEZ-740

## New Goods Vehicles (contd.)

### UNCLASSIFIED

**THE** new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. EEZ-639  
**MAIN** Dodge distributors, Church Road Motors, Southend, Ltd., Church Rd., Hadleigh, Essex. Phone, Hadleigh 57271. 10 lines.  
**NEW DODGE** 6-ton tipper, steel body from stock.  
**NEW LEYLAND** 7-ton chassis and cab from stock.  
**ALL** new models prompt delivery.  
**FULL** range of spares for all models.  
**SALES** and service. Perkins diesel service. EEZ-107

**PERCY D. SLEEMAN, LTD.,** London COALDEAN dealers. 38 Uxbridge Rd., Ealing, W.3. Phone, 7987. After hours, liver 561 or Beaconsfield 1081. EEZ-448

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**A.E.C.** 1949 33-seater coach, fitted with 9.6-litre engine, preselector box, Burlingham half-cab body, certificate of fitness to 1963, good clean condition throughout.  
**MAYFAIR GARAGE (TAMWORTH), LTD.,** Colehill Rd., Fazeley, near Tamworth, Staffs. Telephone, 1396-7. EEZ-157

**1951** A.E.C. 39-seater, Burlingham body, full front, certificate to June 1961.  
**WHALEBONE MOTORS, LTD.,** 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. EEZ-216

#### W. HAROLD PERRY, LTD.

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

**1952** A.E.C. Burlingham Seagull 39-seater coach, certificate of fitness 1963, £2,500.

#### HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS  
AND TO  
5.30 P.M. SATURDAYS. EEZ-298

**1949** A.E.C. RT Mark 3 56-59-seater, high bridge, Roe and Park Royal double deckers 9.6 diesel engines, full air brakes, tyres almost new, certificate of fitness 1960-61, immaculate condition throughout, only a few available, from £450. Attractive H.P. terms available; deliveries arranged. Landowne, Phone, Leytonstone 4355, for appointment to view. EEZ-461

**1948** A.E.C. Regal coach, 9.6 diesel engine, 33-seater, certificate of fitness 1961, Burlingham with Plaxton full front, £2,500.  
**THOMAS S. WHITNEY AND CO., LTD.,** 279-283 Scotland Rd., Liverpool, 5. North 3191. EEZ-398

#### A.E.C. Wanted

**WANTED.** Two 1955-56-57 A.E.C. Reliance, mounted with 41-seater Burlingham Seagull bodies, must be low mileage, clean vehicles. Box CM512, care of "The Commercial Motor." EEZ-322

**SMALL** operator requires A.E.C. 41-seater, Burlingham or similar. Box CM5016. EEZ-450

#### AUSTIN

**11-SEATER** AUSTIN P.S.V., 1958 (June), certificate of fitness 1965, immediate delivery, £585.  
**SWINARDS,** Ashford, Kent. Phone 1064, evenings 497. EEZ-167

**1958** AUSTIN 11-seater, underseated, certificate of fitness 9.12.59 to 9.12.64, £525. Foster, Capenhurst Lane, Eglestone Port. Phone 2519. EEZ-4604

#### BEDFORD

**1954** BEDFORD Riviera 38-seater, certificate of fitness 31.10.62, engine only run 10,000 miles, silver and blue-red upholstery, quarter lights, speech amplifier, heating, two fog lamps, head rest covers, £1,650  
**1955** BEDFORD Riviera 36-seater, certificate of fitness 31.8.64, only run 61,000 miles, cream with red-red upholstery, radio, tubular heating throughout, two fog lamps, £1,850.  
**THE** above machines are in beautiful condition, have only been used seasonally, mainly on excursions and tours, well shod, both petrol engines, will take £3,400 for both.  
**SOWERBYS TOURS, LTD.,** The Garage, Gillingham, near Carlisle. Gillingham 234-5. EEZ-8494

#### TOM BYATT (STOKE), LTD.

**1955** BEDFORD petrol Duple Super Vega 36-seater, choice of three very clean vehicles, heater, good tyres, certificate of fitness just issued till 1965, blue and cream exterior, £2,300.

#### TOM BYATT (STOKE), LTD.

VICTORIA ROAD,  
FENTON, STOKE-ON-TRENT.  
STAFFS.

Phone, Stoke-on-Trent 48581 (six lines). EEZ-508

**1956** 41-seater Duple, heater and radio, autumn tint upholstery; part-exchanges. K. Cowdell, 121 Malpas Rd., Newport, Mon. Phone 59866. EEZ-130

**1957** BEDFORD Duple 41-seater, one owner, immaculate condition.

**1955** BEDFORD Duple 36-seater, certificate of fitness 1965, condition fair in lineament to age, £1,775.  
**CAMPING'S,** Park Crescent, Brighton 65493. EEZ-241

448

### Used Passenger Vehicles (contd.)

**1959** 41-seater, BEDFORD Duple SBI, diesel, immaculate, £3,150. Boddy's Motors, Bridlington. Phone 3463. EEZ-15

**1955** BEDFORD Duple Super Vega 38-seater, certificate of fitness five years, heater, Formica side panels, excellent tyres, part-exchange considered, £2,150 o.n.o.

**SMITH'S COACHES (RICKMANSTON), LTD.,** 21 Woodland Rd., Rickmansworth 5012. EEZ-463

**A. SPRINGALL, LTD.,**

**1955** BEDFORD Duple 41-seater, many extras, £2,350.

**1957** BEDFORD Duple 41-seater, low mileage, £2,575.

**A. SPRINGALL, LTD.,** Plumstead Common, S.E.18. Woolwich 5313. EEZ-473

**1951** BEDFORD Vega 33-35-seater, certificate of fitness 1961, newly painted green-cream, red interior, excellent condition, £1,150. Phone, Sonning 3171. EEZ-4574

**1955** BEDFORD Duple, two Super Vegas 36-seaters, radio, microphone, heaters, reconditioned engine, 2,000 miles, reconditioned gearbox and back axle, certificate of fitness 1965, finished in maroon and grey, maroon interior, with Formica slides, ready for work, price £2,250 each. Hire-purchase arranged. Ashwell Coaches, Swan St., Ashwell, Hertfordshire. Ashwell 310. EEZ-4671

**1956** BEDFORD, Spurling 14-seater, forward facing, certificate of fitness 1964, £725. H.P. terms. Miller Brothers, Stapleford, Cambridgeshire. Phone, Shelford 3021. EEZ-4723

**1951** BEDFORD 33-seater Duple, very nice condition. Sands, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. EEZ-44722

#### Bedford Wanted

**34-** To 38-seater BEDFORD full-luxury coach required, must be in first-class condition, Plaxton preferred. Full details to Alpha Coaches, 373 Ditching Rd., Brighton. Phone 53431. EEZ-44480

#### BRISTOL

**BRISTOL** double-deckers, 56 seats, 5LW Gardner engines, all-metal bodies, low bridge, from £225.  
**AVLYLS,** Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. EEZ-480

#### COMMER

**1950** COMMER Avenger, 33-seater All-weather body, fitted high-back seats, heater, radio, microphone, phones, immaculate condition, £750. Frinton Motors, Walton Rd., Frinton-on-Sea, Essex. Phone 387. EEZ-352

**A. SPRINGALL, LTD.,**

**1952** Avenger 33-seater all-weather body, being reconditioned now, £750 o.n.o.

**A. SPRINGALL, LTD.,** Plumstead Common, S.E.18. Woolwich 5313. EEZ-472

**1952,** July COMMER Avenger, 33-seater de luxe coaches, one owner, in excellent condition throughout, certificate of fitness July 1962, the choice of four coat over £3,000 each, for quick sale £550 each. H.P. terms arranged. Colnbrook 2072 and Iver 947. EEZ-303

**1950** COMMER Avenger 33-seater Plaxton, luxury lush seating, courier, radio, heater, reconditioned three years. Phone, Cammer 117. EEZ-4605

#### CROSSLEY

**CROSSLEY** 1949 33-seater coach, fitted with down-draught engine, Burlingham half-cab body, certificate of fitness to 1962, very good condition throughout.

**MAYFAIR GARAGE (TAMWORTH), LTD.,** Colehill Rd., Fazeley, near Tamworth, Staffs. Tamworth 1396-7. EEZ-158

#### DENNIS

**1952** Model full-front Venates 33-seater body, Perkins Perkins R6 diesel, Eaton 2-speed axle, a modern-style coach with high-back seats, courier seat, heater, etc., in good condition throughout, certificate of fitness to September, 1961, 6550 o.n.o. West Drayton 3681. EEZ-323

#### FORD THAMES

**1960** Thames Trader, Duple body, 41-seater luxury coach, many extras, unused. Lee 8694. EEZ-434

**A. SPRINGALL, LTD.,**

**1960** New Thames 41-seater Duple, quarter lights, tubular racks, Formica sides, red interior, cream exterior, delivery June 2.

**A. SPRINGALL, LTD.,** Plumstead Common, S.E.18. Woolwich 5313. EEZ-474

#### GUY

**1950** GUY double-deck low-bridge 55-seater buses, Gardner 5LW engine, just released public company, certificate of fitness, two only, £350 each or £600 the two. Landowne, Phone, Leytonstone 4355 for appointment to view. EEZ-539

### Used Passenger Vehicles (contd.)

#### LEYLAND

**1949-8** FSI LEYLAND 33-35-seaters, certified 1963-60, choice of eight from £300. Harrie's Coaches, Parker Rd., Grays, Essex. EEZ-4774

**1947** Low-bridge PDI LEYLAND, certificate of fitness three years, price £375. 6LW Gardens, TIGER COACHES, Dewshill Garage, Salisbury, Wiltshire. Phone, Salisbury 242. EEZ-407

**1950** LEYLAND PDI full-front 35-seater, good condition, £600. Mantons Coaches, 8 Derby Rd., Enfield. Howard 2631. EEZ-1

**1950** Comet 33 Strachan, first-class throughout, 38-41 Bedford. Sandeaster 2408. Part-exchange. EEZ-198

**TIGER CUB,** 37-seater Harrington dorsal-fin body, many extras, date of registration May, 1954, certificate of fitness April, 1965.

**LEYLAND** Worldmaster, 37-seater Harrington dorsal-fin body, many extras, date of registration June, 1965, certificate of fitness June, 1965, Pneumo-Cyclic gearboxes, fitted with 600 Royal Tiger engines.

#### GLIDERWAYS COACHES, LTD.

316 BEARWOOD ROAD, BIRMINGHAM. EEZ-534

**LEYLAND** full-front Harrington, dorsal fin, all licensed and certified Royal Tiger 41, PDI 33, PDI 35 and 33, also A.E.C. 9.6 35-seater and 33 fin body only. Hanco Garage, 109 High St., Liverpool, 15. EEZ-636

**LEYLAND** coach, perfect condition, £125. 373 Bank Rd., Sheffield. Phone 29139, 37539, 39624. EEZ-320

#### Leyland Wanted

**LEYLAND** PDI and PDI 2, 1950 onwards, full-fronted, body make immaterial, but must be sound. Box CM517, care of "The Commercial Motor." EEZ-518

#### UNCLASSIFIED

#### THE MILLBURN ORGANIZATION,

COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.

IMMEDIATE AND EARLY DELIVERY.

**NEW LEYLAND** Tiger Cub, Duple Donington 41-seater, front-entrance de luxe coachwork.

**NEW** Thames 41-seater Duple Yeoman super luxury coach, 2-speed axle.

**G**OOD allowance on part-exchanges. Write, phone or call.

**MILLBURN MOTORS (PRESTON), LTD.,**

WALMER BRIDGE, LONGTON, PRESTON.

Phone, Longton, Lancs 3255-6.

USED BUSES AND COACHES.

**BUSES—SINGLE AND DOUBLE DECK.**

**A.E.C.** 7.7 and 9.6 units, 33 to 39 seater, good certificates of fitness.

**LEYLAND** PDI low-bridge 53-seater double-deck buses, 7.4 Leyland units.

**LEYLAND** PDI 32- to 35-seater service buses, 7.4 units, good certificates of fitness.

**LEYLAND** PDI 31-seater luxury coaches, all certified.

**LEYLAND** TD4 and 5, with 1949 Alexander metal-framing low-bridge 53-seater bodies. All certified.

**BRISTOL** 35-seater buses, 1949 coachwork, 5LW units, good certificates of fitness.

**COMMER** 29-seater Scottish Aviation coachwork, good certificate of fitness.

**GUY** 5LW units, 33-seater coaches, good order, certificates of fitness up to 1963 (choice of two).

**M**ANY others to choose from.

**C**OME TO

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GLASGOW, CARLISLE OR PRESTON.

FOR THE FINEST SELECTION OF BUSES AND

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SPARES FOR.

**DAIMLER, DENNIS, GUY, LEYLAND**

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## Used Passenger

**ALINGTON**  
LONDON'S  
COMMERCIAL

**HIGH**  
**EN**

**NEW A.E.C.** Duple coachwork, vacuum brakes, etc.

**NEW LEYLAND** 41-seater coach, central entrance, painted and lettered.

**NEW BEDFORD** 41-seater coach, tubular racks, two interior finish, 1 of immediate delivery.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

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**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

**NEW BEDFORD** 41-seater coach, tubular racks, K m extra, red moquette.

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xton, good condition.  
Coaches, Parker Rd.  
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first-class thorough,  
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registration June, 1955.  
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dorsal fine, all licensed  
PS1 33, PS2 35 and  
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ers. Write, phone or

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COACHES.

DOUBLE DECK

33 to 39 seaters, good

water double-deck buses.

ter service buses, 74

ness, 19 coaches, all certified.

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coaches, good order.

1963 (choice of two).

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ON OF BUSES AND

OR,

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851-440

## Used Passenger Vehicles (contd.)

### ARLINGTON MOTOR CO. L.T.D.

LONDON'S LEADING PASSENGER AND  
COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDER'S END,  
ENFIELD, MIDDLESEX.  
Howard 1266 PBX.

NEW A.E.C. Duple Britannia 41-seater, central entrance  
coachwork, three heaters and other extras fitted,  
vacuum brakes, choice of two, immediate delivery in  
prime.

NEW LEYLAND Leopard Duple Britannia 41-seater,  
central entrance coachwork, completed to requirements,  
painted and lettered, Whitson delivery.

NEW BEDFORD Duple SB3, petrol engine, Super Vega  
41-seater coachwork, 8 ft. wide, glass roof quarters,  
tubular racks, two heaters and other extras fitted, varied  
interior finish, or K moulding scheme, choice of six,  
immediate delivery in prime.

NEW BEDFORD Duple SB3, petrol engine, Super Vega  
41-seater coachwork, 8 ft. wide, glass roof quarters,  
tubular racks, K mouldings, two heaters fitted and various  
extras, red moquette, immediate delivery, finished cream.

NEW BEDFORD Duple SBI (300-cu.-in. diesel engine),  
Super Vega 41-seater coachwork, 8 ft. wide, two  
heaters fitted and other extras, immediate delivery  
in prime.

NEW BEDFORD Harrington SBI (300-cu.-in. diesel  
engine), Crusade 41-seater coachwork, glass roof  
quarters, tubular racks, two heaters, wired for radio, other  
extras fitted, registered October, 1959, as a demonstrator,  
finished grey and pinst, certificate of fitness 1956, immed-

iate delivery.

NEW BEDFORD Harrington SBI (300-cu.-in. diesel  
engine), Scagull 41-seater coachwork, radio and  
four speakers fitted, two heaters, Formica casing panels  
and other extras, upholstered in red moquette, choice of  
two, certificate of fitness 1956, immediate delivery.

NEW BEDFORD Plaxton SBI (300-cu.-in. diesel engine),  
Comet 41-seater coachwork, finished to instructions,  
finished grey and pinst, certificate of fitness 1956, immed-

iate delivery.

NEW BEDFORD Duple SB8 (350-cu.-in. diesel engine),  
Super Vega 41-seater coachwork, 7 ft. 6 in. or 8 ft.  
wide, finished to instructions, delivery June, choice of  
two.

## USED COACHES

### EX STOCK.

INQUIRIES TO LONDON DEPOT:

25-27 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1.

Phone, Victoria 6033.

## A.E.C.

1953 Regal Mark IV, underfloor engine, Yeates  
Riviera 41-seater, divided seats in red  
moquette, finished red-cream, certificate of fitness 1963.  
1952 Regal Mark IV, underfloor engine, Harrington  
39-seater, red moquette, finished ivory-black,  
certificate of fitness 1962.  
1949 Regal Mark III, 9.6 preselector gearbox,  
mounted with new full-front Yeates coachwork  
in 1954, 35-seater, glass roof quarters, tubular racks, no  
bulkhead, divided seats, finished blue, choice of three,  
certificate of fitness 1962.

## LEYLAND.

1950 Comet Harrington 33-seater, red seats, finished  
red-maroon, certificate of fitness 1961.  
1949 Comet CPO-1, Harrington 33-seater, finished  
red-cream, certificate of fitness 1964.

## BEDFORD.

1959 Harrington 41-seater, petrol engine, radio and  
speakers, two heaters, many extras, finished  
grey and red, certificate of fitness 1966.  
1957 Harrington 41-seater, full luxury coachwork, radio,  
microphones, heaters, Formica casing panels and many  
extras, immaculate condition throughout, finished grey  
and red, certificate of fitness 1964.

1954 Plaxton 38-seater, glass roof quarters, tubular  
racks, finished cream-brown, certificate of fitness  
1964.

1954 Duple 36-seater Super Vega, red moquette,  
finished blue, certificate of fitness 1964.  
1952 Gurney-Nutting 35-seater, floral moquette, lift-  
up roof vents, repainted ivory-black, ex large  
fleet owner, certificate of fitness 1962.

1952 Duple 37-seater Vega, red moquette, finished  
blue, certificate of fitness 1962.

1952 Duple 37-seater Vega, green moquette, finished  
green, certificate of fitness 1962.

1952 Duple 33-seater, 8-ft. wide, upholstered in green,  
finished green and cream, certificate of fitness  
November, 1961.

A L50 stock of half-cab Leyland and A.E.C. coaches.

THE FOLLOWING ARE FOR SALE THE FIRST  
REASONABLE OFFER:—

1952 SEDDON Perkins oiler, 29-seater, certificate  
of fitness 1966.

1950 DENNIS J3 37-seater, Yeates coachwork, full  
front, certificate of fitness October, 1960.

1950 FODEN 6-cylinder oiler, central entrance,  
37-seater, Whitson coachwork, certificate of fit-

ness 1960.

1947 BEDFORD 29-seater Duple Vista, certificate of  
fitness 1962.

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PLEASE APPLY FOR DETAILED LIST.

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## IMMEDIATE DELIVERY FROM STOCK.

NEW FORD Thames Trader, 41-seater Harrington

Crusader body.

NEW BEDFORD SBI, fitted 41-seater Duple body.

NEW BEDFORD SBI, fitted 41-seater Burlingham body.

NEW A.E.C. Reliance, fitted front-entrance 43-seater  
Duple body.

## ALL COACHES AT CLEARANCE FIGURES.

## USED COACHES.

1959 BEDFORD SBI, fitted 41-seater Burlingham  
bodies; choice of three.

1958 BEDFORD diesel, 41-seater Duple body, in  
immaculate condition.

1958 BEDFORD oiler, fitted 41-seater Plaxton  
bodies, immaculate throughout; choice of two.

1957 COMMER 2-stroke, fitted 39-seater Europa  
body, immaculate.

1955 COMMER, fitted 41-seater Duple body, just  
been certified for five years.

1956 38 BEDFORD petrol 41-seaters, fitted Duple,  
Plaxton and Burlingham bodies; choice of 10.

1956 BEDFORD fitted 37-seater Plaxton bodies,  
immaculate condition, red and cream.

1955 BEDFORD with Eaton 2-speed, fitted 24-seater  
body.

1954 BEDFORD, R6 Mark II engine, fitted 36-seater  
Europa body, immaculate condition.

1954 A.E.C. Mark IV, fitted 41-seater Trans-United  
body, immaculate condition.

1952 A.E.C. Mark IV, fitted 41-seater Plaxton and  
Burlingham bodies, first-class condition; choice of  
two.

1952 BEDFORD, fitted with Duple and Plaxton  
bodies, immaculate condition; choice of five.

1952 LEYLAND PS1 fitted 35-seater Plaxton bodies  
in 1953; choice of two.

1952 COMMER, fitted with Continental-type  
27-seater armchair seats, Eaton 2-speed, many  
extras, carries good certificate of fitness.

1951 A.E.C. Mark IV, fitted Burlingham 37-seater  
bodies, one owner from new, immaculate con-

dition; choice of three.

1949 COMMER, fitted 33-seater Harrington body.

## BUSES—CHEAP TO CLEAR.

1953 LEYLAND Royal Tiger 41-seater, one owner  
from new, air brakes, immaculate condition,  
£1,500.

1952 LEYLAND Royal Tiger, fitted Santus 41-seater  
body, £1,250.

1952 LEYLAND PS1 fitted 35-seater Bellhouse Hartwell  
body, just been certified, £950.

1950 LEYLAND PS1 33-seater, full front, certified  
in 1964.

1950 (Registered) LEYLAND PS2, fitted Harrington  
body, £650.

LEYLAND PS1, fitted Duple and Burlingham bodies,  
from £250 each.

FODEN fitted 61W, Plaxton and Harrington bodies,  
from £350 each.

DENNIS Lancel with Duple bodies, £275.

GOOD selection of all types of half-cabs and full-fronts  
including Bedford suitable for works contracts and  
travelling shops, from £100 each.

FOR immediate disposal, 41-seater, 61W, 51W,  
41W, 41K, A.E.C. 9.6 and 7.7.

ALL parts for Foden 2-stroke, Leylands, Meadows,  
A.Guy, Perkins, axles, gearboxes.

SPECIAL clearance price to make room for extensions.  
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## BIRMINGHAM COACH SALES, L.T.D.

44 INGE STREET (NEXT TO HIPPODROME)

BIRMINGHAM, 5.

Phone, Midland 4968.

NEW FORD Thames Trader 41-seater Duple bodies,  
Also new Bedford diesels and petrols, fitted with  
Duple bodies. All awaiting finishing instructions.

ONE new Bedford petrol 41-seater, Duple.

1958 BEDFORD 41-seater Duple, fitted with Leyland  
Comet engine.

1956 COMMER 41-seater Plaxton, radio and heaters,  
very clean bodywork.

1956 COMMER TS3 41-seater Duple, radio and  
heaters.

1955 BEDFORD 38-seater, Plaxton body, 7 ft. 6 in.  
wide, radio, heaters, certificate of fitness 1965.

1954 BEDFORD Duple, quarter lights, tubular rack,  
heaters, microphone, wireless, in first-class con-  
dition, certificate of fitness to 1964.

1954 LEYLAND Cub 39-seater Burlingham body,  
Eaton 2-speed axle, tubular heating, etc., fitted  
with replacement engine at Leyland works, first-class  
condition.

1952 LEYLAND Royal Tiger 41-seater Burlingham.  
1951 BEDFORD 35-seater Duple Vega, fitted with  
new seats.

1951 COMMER Avenger, 37-seater Churchill body,  
radio and heaters.

1950 COMMER Avenger, 37-seater Plaxton.  
1949 MAUDSLAY Marathon Mk. III 33-seater full-  
front Duple, certificate of fitness 1963.

WE specialize in part-exchange with the easiest of hire-  
purchase terms.

## BIRMINGHAM COACH SALES, L.T.D.

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After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

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(Supplement)

## Used Passenger Vehicles (contd.)

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177-205 FINNIESTON STREET,

GLASGOW, C.3.

Phone, Douglas 2940.

Phone, Douglas 2940.

## QUALITY USED COACHES.

THERE IS STILL TIME TO MAKE A CHANGE FOR  
EASTER. COMPARE THE FOLLOWING EXAMPLES  
OF OUR STOCK FOR VALUE:—

1958 BEDFORD Duple 41-seater full luxury coach, diesel,  
exterior in ivory, seating trimmed in an attractive russet  
moquette, very low mileage, price £3,450.

1958 BEDFORD Plaxton 41-seater full luxury coach,  
diesel, exterior two shades of green, seating trimmed in  
a dark green patterned moquette, extra examples of  
this very popular type of coach, price £3,450.

1956 BEDFORD Duple 41-seater full luxury coach,  
exterior black and orange, seating trimmed in fawn  
mohair, this vehicle is fitted with every conceivable extra  
and was formerly used for high-class continental tour-  
ing, price £2,450.

1957 BEDFORD Plaxton 41-seater full luxury coach,  
certificate of fitness June, 1964, exterior cream, seating  
in red and green patterned moquette, extras: heaters and  
demisters, width marker lamps, price £2,575.

1955 BEDFORD Plaxton 36-seater full luxury coach,  
recertified to March, 1965, exterior two shades of blue,  
seating red patterned moquette, extras: radio with public  
address, heater and demisters, Formica side casing, width  
marker lamps, price £1,995.

1954 BEDFORD Burlingham 36-seater coach, certificate  
of fitness March, 1963, exterior cream and black, seating  
in rust patterned moquette, heater and demister, price  
£1,875.

1953 BEDFORD Duple 35-seater full luxury coach, certi-  
ficate of fitness May, 1963, exterior deep red with cream,  
extras: heater and demister, roof quarter lights, tubular  
parcel racks, width marker lamps, price £1,500.

1949 BEDFORD Vista 29-seater coach, exterior two  
shades of blue, very fresh machine, certificate of fitness  
1963, price £375.

Choice of 1951 and 1952 BEDFORD Duple and Plaxton  
33-seater coaches at prices from £800.

1953 A.E.C. Gurney-Nutting 41-seater full luxury coach,  
certificate of fitness 1963, exterior in light blue with  
cream roof and wings, seating in blue patterned moquette,  
extras: heater and demisters, radio with public address,  
width marker lamps, engine just overhauled, new platons  
and liners fitted, price £2,000.

1952 A.E.C. Harrington 33-seater full luxury coach,  
certificate of fitness 1962, exterior in red and cream,  
seating in red patterned moquette, price £1,750.

1953 ALBION Duple 33-seater full luxury coach, certi-  
ficate of fitness January, 1964, exterior maroon with cream  
flash, seating in red patterned moquette, splendid condition  
throughout, price £1,150.

## AND MANY OTHERS.

### WHY NOT MAKE A PERSONAL VISIT?

WE WILL REFUND CUSTOMERS' TRAVELLING

EXPENSES ON EVERY COMPLETED DEAL.

### DO NOT DELAY—

LET US HAVE YOUR INQUIRY NOW.

### PART-EXCHANGES WELCOMED.

### HIRE-PURCHASE FACILITIES

FROM 10% DEPOSIT.

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### COMBERHILL MOTORS, L.T.D.

INGS ROAD, WAKEFIELD.

NEW BEDFORD SB3 petrol 41-seater Duple Super  
Vega, glass roof quarter lights, primer, ex stock.

NEW BEDFORD SBI diesel 41-seater Plaxton Consort,  
4 to specification, required for June delivery.

NEW BEDFORD SBI diesel 41-seater Duple Super  
Vega, ex stock, in primer grey, heater fitted.

NEW BEDFORD SBI diesel 41-seater Burlingham Scagull  
60, latest model, ex stock.

NEW demonstrator ATKINSON L644 (Gardner 41W),  
37-seater Plaxton Highway omnibus, 15% below list.

1959 BEDFORD SBI diesel 41-seater Burlingham  
Scagull, blue-red, heater, radio, choice two.

1958 BEDFORD SBI petrol 41-seater Duple Super  
Vega, 2-tone green, at new.

1957 COMMER TS3 (Rootes diesel) 41-seater  
Plaxton Consort, heater, radio, choice of two.

1957 COMMER TS3 (Rootes diesel) 41-seater Duple  
Super Vega, air brakes, choice two.

1956 ATKINSON (Gardner 51W) 41-seater Plaxton  
Consort, silver-blue, heater, radio.

1956 A.E.C. Reliance (7.75-litre) 41-seater Burling-  
ham Scagull, silver-blue, heater, radio.

1955 BEDFORD (reconditioned Perkins R6) 38-seater  
Duple, cream-green, certified 1965.

1955 COMMER TS3 2-stroke diesel 39-seater Plaxton  
Venturer, choice of two, certified 1965.

1954 BEDFORD SB petrol 36-seater Burlingham  
Scagull, heater, radio, certified 1964.

1953 BEDFORD SB petrol 36-seater Burlingham  
Scagull coaches, choice of three, heaters fitted.

1953 BEDFORD petrol 33-seater Yeates Riviera,  
heater, radio, certified 1962.

1951 LEYLAND







(contd.)

**ONENTS, L.T.D.**  
LONDON, N.7.  
(lines).

41-seater Super Vega,  
certificate of fitness March.

11-seater Super Vega,  
certificate of fitness March.

ater Continental luxury  
ed, certificate of fitness

enter Harrington, ex-  
choice of four,  
exterior black-cream,  
August, 1964.

per Vega, red moquette,  
roof quarters, clock,  
mats, certificate of fitness

uo moquette, exterior  
of fitness April 1962.

Duple, red moquette,  
certificate of fitness July.

Duple body, sliding roof,  
cream-green, certificate

37-seater, exterior prop-  
March, 1961.

33-seater Super Vega,  
certificate of fitness June.

Gurney Nutting body,  
61; choice of two,  
alcraft, green moquette,  
certificate of fitness

Gurney Nutting, red  
eater Metacraft body,  
eater Allweather body,  
blue, cream exterior,  
blue, sliding roof, high-  
moquette, exterior of  
1963.

coaches at low prices  
These are particularly

**WLEY.**  
**ACHES**  
**STOCK.**  
**ATE SERVICE.**

er, underfloor engine, a  
fitted special air con-  
e last word in luxury.

er, left-hand drive, full-  
luxury through, fitted  
or export, £1,150.

rough-engine 39-seater  
grey and red with red  
horough, certificate 1962.

front full-luxury coach,  
inside and out, a very  
£1,150.

front, no bulkhead, full-  
ed and perfect, 100-  
54, £525 each.

full-luxury super coach,  
perfect and definitely  
650.

coaches, Gardner SLV  
sea, a very lovely fit

ice buses, fitted with  
cials, good clean sound  
ice, £275.

33-seater service buses, all  
and ready for immediate

ter super service buses,  
LW diesels and 5-speed  
d in beautiful condition  
e of 40, £325 each.

ckers with almost-new  
A.C. 7.7 and 9.6 diesels,  
£1,530.

ee double-deckers, 1949  
very clean throughout.

**WLEY.**  
**ROAD.**  
**3.**  
driars 7577 and  
48.

**TRADERS, L.T.D.**  
**RAGE.**  
**SALFORD, 5.**  
**N 5201.**  
**MAIN 2461.**  
**COACHES**  
**OCK.**

er, fitted new tyres, new  
e, very good condition.

ater, Duple and Yeates  
and heater, choice of two.

## Used Passenger Vehicles (contd.)

### QUICKS OF MANCHESTER.

FOR USED PASSENGER COACHES AVAILABLE NOW

February, BEDFORD petrol Plaxton 36-seater  
body fitted with radio, reconditioned engine,  
certificate of fitness 1965, £2,400.

1952 June, BEDFORD full-front Duple 33-seater  
body, certificate of fitness 1963, maroon-cream,  
£1,400.

1951 LEYLAND Royal Tiger Bellhouse Hartwell 41-  
seater body, certificate of fitness 1961, red-  
cream, £1,900.

A.E.C. Regal 9.6 engine Burlingtonham 33-seater  
body half cab, certificate of fitness May, 1960,  
red-cream, £450.

1948 June, BEDFORD 41-seater Plaxton body, fitted  
with heater, radio, armrests and headrest, cer-  
tificate of fitness June, 1961, cream-blue, £2,600.

1956 March, BEDFORD 36-seater Yeates Riviera  
body, fitted with twin heaters and beige  
moquette interior; to be recertified before delivery, ivory-  
blue, £2,300.

BEDFORD petrol 36-seater Plaxton body, fitted  
with moquette interior and radio, certificate of  
fitness 1961, cream-green, £2,600.

1958 BEDFORD 41-seater Plaxton body, fitted with  
heater, radio, speech amplifier, side domes, arm-  
rests, certificate of fitness 1965, maroon-grey, £3,150.

1948 BEDFORD Duple Vista 29-seater body, with  
petrol engine, certificate of fitness May, 1960,  
black-ivory, £240.

1955 BEDFORD petrol 36-seater Duple body, heater,  
radio, speech amplifier, side domes, armrests,  
certificate of fitness 1965, black-green, £2,450.

FOR FULL DETAILS CONTACT  
MR. H. BARNES,  
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**SILVER LINE MOTORS.**  
VAUXHALL AND BEDFORD MAIN DEALERS.

1955 BEDFORD 38-seater Duple Super Vega, diesel  
engine, red and cream, red moquette, radio,  
heaters, certificate of fitness 1965, £1,975.

1954 BEDFORD 39-seater, cream and green and cream,  
heaters, immaculate condition, certificate of  
fitness 1964, £1,850.

1954 SEDDON Duple 41-seater, 2-speed axle, tubular  
heaters, certificate of fitness 1963, blue with  
blue moquette, £2,100.

1952 A.E.C. Mk. 4, 39-seater Burlingtonham Seagull  
coachwork, red and maroon, certificate of  
fitness 1962, £1,800.

1952 FODEN 19-seater, Window cover coachwork, cer-  
tificate of fitness 1962, radio, heaters, full-luxury  
seats, red and cream, choice of three, recent new engines,  
£1,400.

1951 MAUDSLAY, full fronted, certificate of fitness  
1960, 33 high-backed seats, green and cream,  
£2,100.

1949 BEDFORD Plaxton 30-seater, maroon and  
cream, high-backed seats, £375.

1949 BEDFORD Vista 29-seater, cream-brown,  
sound condition, £275.

NEW A.E.C. Reliance 41-seater, Harrington coachwork,  
N heaters and other extras, finished to your instructions.  
May delivery.

NEW BEDFORD SBI Duple (300-cu.-in. diesel engine).  
N fitted heaters, roof quarters, other extras, finished to  
requirements.

**SILVER LINE MOTORS.**  
MOORLANDS,  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 5494.

**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.

NEW 1960 FORD Burlingtonham 41-seaters.  
1957 BEDFORD Duple 41-seater.

1956 BEDFORD Yeates 41-seater.

1955 BEDFORD Plaxton 38-seater.

1955 BEDFORD Duple 38-seater.

1952 BEDFORD Duple 37-seater.

1950 BEDFORD Vistas; choice of two.

1951 LEYLAND Tiger Harrington 41-seater.

1952 A.E.C. Burlingtonham 39-seater.

1955 BEDFORD Burlingtonham 36-seater.

1951 A.E.C. Window 39-seater.

VARIOUS petrol and diesel coaches available for works  
or contract, some with good certificates of fitness,  
cheap to clear.

**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.  
AFTER 8 P.M. PHONE SANDBACH 881 OR  
SWINTON 2932.

**J.W. FIELDS, L.T.D.**  
LEYLAND Royal Tiger 41-seater, choice of two, 1953  
and 1954.

1950 LEYLAND PS2 33-seater Burlingtonham.

1949 SEDDON 29-seater.

1942 CROSSLEY (Leyland engine) 33-seater.

CROSS LANE, Salford. Phone, Pendleton 5331.

## Used Passenger Vehicles (contd.)

### KIRKBY AND SONS, L.T.D.

CROSS ROADS GARAGE,  
ANSTON, NEAR SHEFFIELD.

1956 BEDFORD SB3 41-seater Duple, fitted radio,  
heaters, blue patterned moquette, very well  
appointed, £2,750.

1955 BEDFORD 36-seater Duple, fitted radio and  
heaters, two red patterned and one blue  
moquette, choice of three, £2,450.

1956 BEDFORD 37-seater Plaxton, fitted radio and  
heaters, tartan plaid moquette, £2,550.

1953 54 BEDFORD 36-38-seaters, Plaxton Duple and  
Burlingtonham, all in good condition for £1,750.

1951 52 BEDFORD 33-seater Duple, fair to good  
condition, for £1,050.

1951 LEYLAND Royal Tiger 41-seater Yeates, fitted  
air brakes, red patterned moquette, certificate  
of fitness December, 1961, £1,850.

1950 LEYLAND PS1 35-seater Burlingtonham (full  
fronted), £750.

1950 MAUDSLAY A.E.C. 7.7, 33-seater Duple (full  
fronted), choice of two, recertified, £650.

HALF-A-DOZEN half-cabs, A.E.C., Leyland and Dennis,  
with certificates of fitness from 18 months to three  
years, £200 to £300.

**TERMS AND EXCHANGES.**  
PHONE, DINNINGTON 541 (FOUR LINES) BY DAY.  
NIGHT PHONES, KIVETON 220, MANSFIELD 5395,  
DINNINGTON 557.

NORTHERN AREA: Phone, Millwood 351.  
SOUTHERN AREA: Phone, Tavistock 2739.

**CHARLES COPPOCK, L.T.D.**  
SERVICE BUSES.  
THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

FOR EARLY RELEASE, SUPER FULL-FRONTED  
53-SEAT LOW-BRIDGE DOUBLE-DECK COACHES,  
8 FT. WIDE, ENCLOSED REAR PLATFORMS, IDEAL  
FOR EXPRESS AND LONG-DISTANCE TRAVEL.

1948-1949 LEYLAND PD1, 7.4-LITRE ENGINE,  
BURLINGHAM COACHWORK.

COMFORTABLE seating in red figured moquette,  
capacious luggage rack on lower deck, good enclosed  
loading platform, wide stairways, good heating system,  
Perspex roof lights, exterior colours, red, current cer-  
tificates of fitness.

SEVERAL of these vehicles will be available in the near  
future, a representative vehicle can be inspected at our  
premises.

LEYLAND PS1, powered 7.4-litre oil engine, 35-seater  
buses, coachwork by Eastern Coachworks, seating in  
moquette, rear entrance, certificates of fitness expired,  
choice of 10.

1951 Royal Tiger, underfloor engine, Window 37  
seats, luxury coach, certificate of fitness July,  
1961.

SPARES. See our advertisement in Spare Parts and  
Supplies.

**PHONE, SALE 5633.**  
GRAMS, "BUSUNITS."

**SAVILLE MOTOR SALES, L.T.D.**  
STRATFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242 (15 lines).  
And on Saturday afternoons 4005.

1958 BEDFORD petrol Duple Super Vega 41-seater,  
radio, heaters, extra spot, bonnet cover, step  
mat, wheel discs, immaculate, certificate of fitness 1965,  
choice of two.

1952 BEDFORD petrol Plaxton 33-seater, heater,  
radio, clean and attractive vehicle, finished  
cream and blue, blue interior, certificate of fitness 1962.

1951 BEDFORD petrol Plaxton 33-seater, radio, clean  
and mechanically good, finished green and  
black, green interior, certificate of fitness 1961.

1952 FODEN rear end TS, fitted with special  
33-seater Continental body with quarter and  
canopy lights, Continental set, dual heaters, demisters,  
and Chapman-type adjustable reclining seating, finished  
cream and black, fawn interior, has to be seen to be  
appreciated, certificate of fitness 1962.

**HIRE-PURCHASE. PART-EXCHANGE.**  
**ALSO AT:-**  
**REDBROOK ROAD,**  
**MONMOUTH.**  
Phone, Monmouth 336.

**THURGOODS OF WARE.**  
1952 June, BEDFORD Vega 35-seater and courier,  
certificate of fitness 19.6.1962, £1,225.

1952 BEDFORD S.B. (petrol) 33-seater luxury coach,  
with heater, fog lamp, green and cream, in  
good condition, certificate of fitness 11.9.1961, £875.

1950 April, BEDFORD Vista 29-seater, exterior  
green, high-back seats, Formica sides, wide  
rear bumper, good condition, certificate of fitness  
19.9.1962, £600.

1950 July, BEDFORD 30-seater buses, all metal  
bodies, near-side sliding door and rear  
emergency, repainted and recertified, £575.

1949-8-7-6 BEDFORD Vista (29) various colours,  
choice of six, clean condition, certified, from  
£250.

1948 LEYLAND PS1 (35) Duple coach, maroon and  
cream, certified 14.8.1962, £575.

Number of other petrol and diesel coaches suitable  
for workmen and mobile shops, from £100.

**PHONE: WARE 833/4.**  
**AFTER HOURS 896.**

## Used Passenger Vehicles (contd.)

### W. S. YEATES, L.T.D.

DERBY ROAD, LOUGHBOROUGH.

Phone 4321.

THE finest selection of top quality used luxury coaches  
of all types awaits your inspection. We offer every  
facility for a thorough test and inspection and YEATES  
after-sales service is second to none. Operations are  
welcome ANY TIME—ANY DAY!

PLEASE write or phone for the new April list of every  
type of coach from 29-41 seaters, petrol or diesel.  
FOR personal, friendly attention and service.

WRITE, PHONE OR CALL:-

PHONE LOUGHBOROUGH 4321.

**W. S. YEATES, L.T.D.**

DERBY ROAD,  
LOUGHBOROUGH.

851-74

FORD THAMES.

**THE MOTOR DEPOT.**

158 WALSGRAVE ROAD,  
COVENTRY.

PHONE, DAY 53732; NIGHT 68503.

SEVERAL CHASSIS ARE NOW BEING BODIED WITH

**41-SEATER DUPE YEOMAN.**

GIVE US YOUR FINISHING INSTRUCTIONS NOW

FOR EARLY DELIVERY.

1957 41-seater BEDFORD Duple.

1957 37-seater BEDFORD Burlingtonham.

1956 36-seater BEDFORD Burlingtonham.

1954 36-seater BEDFORD Duple.

1954 33-seater LEYLAND Burlingtonham.

1950 33-seater A.E.C. Burlingtonham.

GOOD allowance on part-exchanges. H.P. terms.

851-370

**MILL HILL MOTORS.**

33 ST. MARY'S ROAD,  
MARKET HARBOUROUGH.

PHONE: DAY AND NIGHT, COVENTRY 68503.

LONDON AGENT: (DAY) GRAYS THURLOCK 2838;

NIGHT, HORNCHURCH 47457.

**1960**

**41-SEATER THAMES DUPE COACHES**

AVAILABLE FOR EARLY DELIVERY.

DEMONSTRATION COACH SEEN BY

APPOINTMENT.

1957 37-seater Burlingtonham.

1950 33-seater A.E.C. Burlingtonham.

SEVERAL 29-36-seater BEDFORD Vistas, 1948 onwards,  
and 33-36-seater diesel, suitable for service work.

PART-EXCHANGES and H.P. terms.

851-369

**TAYLORS (GLOUCESTER), L.T.D.**

WORCESTER STREET,  
GLOUCESTER.

Phone, Gloucester 22228.

1959 Thames Harrington, 17,000 miles, radio, heaters,  
wheel discs, maroon-grey.

1959 Thames Burlingtonham, 10,000 miles, radio, heaters,  
wheel discs, maroon-cream.

1959 BEDFORD Duple, radio, heaters, wheel discs,  
green-grey, unmarked.

1958 BEDFORD Duple, heater, discs, 27,000 miles,  
red-white, choice of two.

1956 BEDFORD Duple, 41-seater, radio, speech  
amplifier, heater.

1957 LEYLAND Tiger Cub, Burlingtonham Seagull body,  
front entrance.

1954 BEDFORD 38-seater Duple, heaters, certificate  
of fitness 1964, nice clean vehicle.

1952 BEDFORD 36-seater, heaters, radio, certificate  
of fitness 1962.

1960 Thames 11-seater P.S.V. ex-demonstrator, mile-  
age 7,000, heater, discs, as new, bargain.

PHONE, Gloucester 22228.

852-8532

**NORTHS OF LEEDS.**

LEYLAND PD1s, 1947, 56-seaters, H. B. Roe bodies,  
certificates of fitness from £350.

Mk. II, 1947, 7.7 crash gearbox, 56-seaters,  
A.E.C. M.C.W. all-metal bodies, certificates of fit-  
ness, £225.

GUY 1945 56-seaters, N.C.B. bodies, certificates of fit-  
ness, £200.

BRISTOL 1948 H.B. 56-seaters, E.C.W. bodies, £200;  
also Bristol 33-seaters, E.C.W. service buses, choice  
of Gardner, A.E.C. or Bristol A.V.V. engines, £275 each.

SEVERAL of all the above makes available, all just  
out of service and in excellent condition.

**TERMS EXCHANGES.**

**NORTH.**

PONTEFRAC ROAD, LEEDS, 10.

Phone, Leeds 76809; Rothwell 3157.

851-246

A51

### Used Passenger Vehicles (contd.)

**PERCY D. SLEEMAN, L. TD.,**  
LONDON COMM. DEALERS.

- 1960** FORD, 41-seater Burlington coachwork, red interior and heater, painted red and cream.  
**1951** A.E.C. MK. IV, 41-seater Burlington Scagull body, heaters, red interior, also 39-seater, blue interior, certificate of fitness 1961.  
**1951** LEYLAND Royal Tiger, air brakes, 41-seater Strachan coachwork, red interior, certificate of fitness 1961.  
**1948** LEYLAND PSI, 33-seater coach bodies, two heaters, certificate of fitness 1963; choice of several.  
Also a number of BEDFORD Vistas suitable for A travelling shops.

**38 UXBRIDGE ROAD,**

EALING, W.S.

**PHONE, EALING 7987.**

After hours, Iver 561 or Beaconsfield 1081.

851-441

**ERRINGTONS OF EVINGTON, L. TD.,**

- 1953** DAIMLER, Burlington Scagull 35-seater body, 3-speed gearbox, radio and heaters, certified 1961, £1,500.  
**1953** BEDFORD Duple Super Vega 35-seater, one owner, certified 1963, £1,350.  
**1952** CROSSLEY Ventes full-fronted 39-seater coach, 5-speed gearbox, radio and heaters, certified May, 1962, £1,150.  
**1950** BEDFORD 29-seater coach, certified, £250.  
**1946** 7 A.E.C. 7.7 Burlington 34-seater, certified 1961, £275.  
ALL the above are in very good condition.

PART-EXCHANGE. HIRE-PURCHASE.

**EVINGTON, L. CEISTER.**

Phone 38102-3. 851-406

**BIRDS COMMERCIAL MOTORS, L. TD.**

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Telegrams, "Quicksale."

- 37** A.E.C. double-deck buses fitted 9.6 engines and full air brakes, very good condition.  
**10** DAIMLER double-deck buses, very good condition.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 851-22

- 1957** BEDFORD petrol 41-seater Plaxton.  
**1958** BEDFORD petrol 41-seater Plaxton.  
**1958** COMMER T53 41-seater Plaxton.  
**VICTORIA COACHES**, 1159 London Rd., Leigh-on-Sea. Phone 74456. 851-263

### Used Passenger Vehicles (contd.)

**V. C. COLEMAN,**

166 MAIN ROAD,  
SUNDRIIDGE, KENT.  
Brasted 291.

- 1958** BEDFORD 41-seater Super Vega, radio, heater, small mileage, one owner.  
**1955** BEDFORD 36-seater Super Vega, completely overhauled, excellent tyres, certificate of fitness 1961.  
**1953** BEDFORD 35-seater plus courier seat, 7 ft. 6 in., quarter roof lights, beautiful condition, certificate of fitness 1963.  
**1951** AUSTIN 32-seater full luxury coach, now being re-certified; choice of two.  
**1950** COMMER Avenue 33-seater full luxury coach, now being re-certified, tyres as new.  
**1950** DENNIS 33-seater full luxury coach, has just been re-certified for three years.  
**1950** 36 BEDFORD 29-seater Vistas, choice of four, current certificates of fitness. 851-95

- 1951** LEYLAND 41-seater, £1,400. **1952** A.E.C. 41-seater Burlington, £1,850. **1951** Crossley 37-seater Burlington, £950. Phone, Tot 6875. 851-412

- 1950** Leyland Burlington 37-seater, full front, £650. **1951** Bedford Duple 33-seater, £995. **1951** Bedford Plaxton 35-seater, £1,150. **1952** Bedford Plaxton 35-seater, £1,200. **1950** Bedford Duple 29-seater, £475. Burrett and Wells, Ltd., Bath Rd., Melksham, Wilt. Phone 2116. 852-x481

FOR sale, A.E.C., Daimler, Leyland and Bristol double-decker buses ranging from 1945 to 1947, from £75-£175. Also number of 7.7 A.E.C. engines and spares, including top standard crankshafts. Passenger Transport Facilities, Chapelcross Atomic Energy Site, Annan. Phone, Eastgates 104. 851-24

- 1959** MORRIS 11-seater P.S.V. Minibus, Wadham luxury conversion, face-forward seats, 3,000 miles, £775.  
**1953** LEYLAND Royal Tiger 41-seater, Leyland all-metal luxury coach body, air brakes, £2,500.  
**1957** BEDFORD 41-seater Duple Super Vega, £2,750.

- 1954** BEDFORD 38-seater Duple Super Vega, 8 ft., £1,950.  
**1950** BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £525.  
**1950** COMMER 33-seater Strachan full-front body, 7 ft. 6 in., high-back seats, £695.

**CONWAY HUNT, L. TD.**, Brox Rd., Otterhaw. Phone, Otterhaw 461, day and night. 851-351

**PEARL GARAGES, L. TD.**

- DENNIS** Lancet III, 35-seater Duple bodies, 1947-48, certificates of fitness to 1962, from £350.  
**AUSTIN** 32-seater 1951, full fronted, certificates of fitness to 1961, choice of two from £350.  
ALL ready for immediate service.

- 37 SOUTH EALING RD., LONDON, W.S. Ealing 9046.** 851-401

- 1951** -52 FODEN, 37-seater special Whitson body, no division, new Mark II engine fitted 1958, unused last year, certificate of fitness 1961, £975.  
**1952** LEYLAND P52 35-seater with division, certificate of fitness expired February, 1960, to be sold without engine. What offers?

- 1950** MAUDSLAY Marathon Mark III, 33-seater body completely re-fitted, A.E.C. 7.7 engine and gearbox, needs finishing. What offers?  
OR consider part-exchange any of above for modern 8-wheeler. Uxbridge 8617. 851-476

**LOW-BRIDGE** decker, 1949 body, Eastern Counties, Gardner 5, good throughout. Phone appointment to view as working. £300 o.n.o. 37 Fitzroy Avenue, Luton. 851-x571

### Used Passenger Vehicles (contd.)

**Unclassified Wanted**

**WANTED** urgently, a number of A.E.C. 7.7 or Leyland PSI and P51 double-decker buses and coaches, preferably metal bodies, certificate of fitness 1961-63. Write, Box CM513, care of "The Commercial Motor". 853-8318

**WANTED**, 26-seater coach, full-front, first-class body and mechanical condition, not earlier than 1950. Full particulars and price, P. Lawlor, care of 72 Chesson, West Kensington, W.14. 851-x4575

**WANTED** to purchase a number of luxury coaches, Bedford or similar, 1950-59. Wilde and Adams, Ltd., Hadfield. Phone, Glossop 2902. After hours 2356. 851-316

**WANTED** 41-seater coach, any make, preferably fitted up to £1,750. Box CM5112, care of "The Commercial Motor". 851-4463

### NEW PASSENGER VEHICLES

**BEDFORD**

**SILVER LINE MOTORS.**

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, W.G. 5494.

Are now taking orders for 1960 29-41-seater coaches, finished to instruction.

VAUXHALL AND BEDFORD MAIN DEALERS.

852-862

**COACHES AND COMPONENTS, L. TD.**

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1960 BEDFORD 29 to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.  
PART-EXCHANGES AND H.P. terms arranged to your satisfaction. 852-0674

**FORD THAMES**

**NEW FORD Thames Trader**, 6D engine, 2-speed rear axle, 41-seater Duple Veoman body, red interior, dual blue exterior, wireless and many extras, immediate delivery from stock.  
**BEECHS GARAGE (HANLEY), L. TD.**, Leek Rd. B. Hanley, Stoke-on-Trent 23038 and 23039. 851-99

**UNDERWOODS GARAGE**, West Mersea, near Colchester, Essex.  
**THAMES** 41-seater diesel coach, new, for early delivery, Duple body. Demonstration available.  
PHONE, West Mersea 322. 851-417

**VOLKSWAGEN**

**EUROPEAN CARS, L. TD.**, distributors for London Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd. S.W.7. Fre 7722. 852-741

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AGRICULTURAL VEHICLES

**SPARSHATT** offer:—  
**10-TON** 650-cu.-ft. capacity bulk grain or malt tanker, semi-trailer with low frame tipping discharge, alloy body, Tasker couplings, Crane in-line rear axle, for the sum of £750.  
**J. H. SPARSHATT, L. TD.**, London Rd., Hilses, Portsmouth. Phone, Portsmouth 60361. 851-219

**BEDFORD QL** 4 x 4 line spreader with Atkinson gear; this vehicle is reconditioned throughout and fitted works P6, not yet run-in, extra large radiator fitted without cutting the cowling, Chevrolet transfer box fitted, six brand new Firestone 8.25 by 20 semi-trailer tyres; for sale owing to change of policy. J. Williams, Ridgely Place, Upper Sapey, near Worcester. Phone, Upper Sapey 264. 851-306

**KENWALL** line spreaders, twin spinners and chain-assisted belt, on 6 x 4 and 4 x 4 vehicles. P6 engines, good condition. H.P. can be arranged. Hurrell, Ashley, near Newmarket. Phone, Cheveley 341. 852-x4675

### AMBULANCES

**AMBULANCES**, all types and sizes, large stock, lists, photos. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 851-67

### ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

**CARRIMORE** close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.  
**CARRIMORE SIX-WHEELERS, L. TD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 852-708

**1955** BEDFORD artic., R6 engine, 20-ft. headboard trailer, good tyres, all in excellent condition, £550. W. Johnson, 91 Eton Wick Rd., Eton Wick, Windsor. 851-x4453

**NEW MORRIS** Prime mover, Eaton axle, 8.25 by 20 12-tyres, list.

**1959**, September, MORRIS-COMMERCIAL prime mover, forward-control, diesel chassis-cab, 256 genuine miles only, Tasker ramp coupling, Eaton 2-speed axle, 8.25 by 20 tyres, original cost new £1,366, offered owing to cancellation of order £1,285. Warraby, Kennings, Ltd., Chelmsford S1201. 851-537

A52

### Miscellaneous Vehicles (contd.)

**AUSTIN** prime mover, November, 1957, Austin 701 short-wheelbase, 54,000 miles, fitted Tasker coupling, new batteries, power steering and Eaton axle, exceptionally good condition, together with 24-ft. Tasker flat-platform semi-trailer with new tyres, guaranteed at £950.

**WIMBLEDON MOTOR WORKS, L. TD.**

29 HIGH STREET,

WIMBLEDON COMMON, S.W.19.

Phone, Wim 0129. 852-8536

**BEDFORD** articulated vehicle, 1951 petrol unit, B.T.C. 10-ton low-loading semi-trailer winch and jacks, k.o. axle, model W2492. B.T.C. 8-ton flat-top semi-trailer, drop sides, tyres good all round, £915 o.n.o. Stevenson-Spence (Plant), Ltd., 3 Arden Grove, Harpenden, Herts. Phone, Harpenden 4651. 851-63

**NEW 12-ton BEDFORD S.A.E. tractor**, 8.25-20 12-tyres.

**NEW 10-ton BEDFORD-SCAMMELL tractor**, 300 diesel, 7.50-20 10-tyres.

**NEW 8-ton normal-control BEDFORD-SCAMMELL tractor**, 300 diesel.

**USED 8-ton BEDFORD Tasker O-type petrol tractor**.

**USED 10-ton BEDFORD S.A.E. 350 diesel S-type tractor**.

**USED 10-ton BEDFORD-SCAMMELL 350 diesel S-type tractor**.

**E. J. BAKER AND CO. (DORKING), L. TD.**

Dorking 3822 (ext 19). 851-348

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. S1 Stevenage 174. 851-353

### Miscellaneous Vehicles (contd.)

**NEW COMMER Rootes** diesel heavy artic. unit, 900 by 230 Raymont.  
**NEW FORD 6D Trader** and B.T.C. 20-ft. 4-in-line semi-trailer, £1,250 the lot.

**1951** COMMER OX petrol 10-12-ton Tasker articulated outfit, 2-speed axle, 22-ft. drop-sider, £275.

**1953** SEDDON-CARRIMORE 10-12-ton articulated outfit, 23-ft. platform, £425.

**JOHN JORDAN**, official Rootes and Ford agents, Manor Garage on the A1, Sandy, Beds. Phone 271.

**H.P.** Or exchange. Open, Sundays mornings. 851-93

**E.R.F.** 5-speed box, with 20-ft. trailer, good runner, good condition, £150. Cardale Garage, 269 Cannon Rd., Nottingham. 52034. 851-x111

**1958** 10-ton BEDFORD-SCAMMELL, 300-in. diesel, in first-class order, £700.

**1954** BEDFORD-SCAMMELL, recent P6 engine, good condition, £350. East Greenwich Garage, Ltd., Trafalgar Rd., S.E.10. Gre 4881. 851-526

**1958** BEDFORD articulated tractor unit with Leyland Commar diesel engine and Eaton 2-speed axle, with 26-ft. B.T.C. fall-in-line trailer, excellent machine. Royal Motors, 406 Wigan Rd., Bolton. 598 day, after hours 6479. 851-243

**CAPITAL MOTOR CO., L. TD.**

BEDFORD MAIN DEALERS,

SCAMMELL DISTRIBUTORS.

**NEW BEDFORD** 8-10-ton forward-control tractor units for early delivery.

**NEW SCAMMELL** 3- and 6-ton Scarabs, petrol or diesel, early delivery.

**REMITON**, City Rd., N.1. (Near Angel) Clerkenwell 7456. 851-336

**MAUDSLAY** Maharane tractor, 1947, with fifth wheel coupling and 24-ft. Dyson tandem-axle semi-trailer.

**CENTRAL GARAGE**, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 851-277

### Miscellaneous

**1957** TR3 artic. one owner. choice of two. Box CM513, care of "The Commercial Motor". 853-8318

**1952** BEDFORD 35-seater, 41-seater, 4600. J. Williams, Ridgely Place, Upper Sapey, near Worcester. 851-306

**Articles**  
**WANTED**, 8-12, knock-out axle, South St., Wells, W. H. Short, 2391.

**WANTED**, 25-10 year immaturity, in full to Box CM47.

**BREAKDOWN** tri-wheelbase 9 ft. and jib. Salop Tra. W. H. Short, 2391.

**WARD LA FR** extending jib, 20 tons, heavy-duty, H.B.E. Motors, Ltd. 851-4463

**Breakdown** heavy breakdown only, Norths. Phone 76809.

**CATTLE** 1954 BEDFORD diesel, in condition throughout.

**CONFIDENT** PART-EXCHANGE. GRAHAM I. THE CO. 79. STRE. Phone.

**1951** AUSTIN decocked, Bognorside 1690.

**ROLLS P1** 1937, complete, in br. L. T. YLIS, Surrey. Horle.

**ESTATE** 1956 STAND, dia Motors, Cam.

**EX** AUSTIN and B. A. in first-class condition, photographs available.

**C. MORGAN** A. ton. Phone, Morganspore, So.

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**LARGE** fleet lat trucks, recond.

**AUTO** units, A.E.C., Alb. 4 x 4 and 6 x 4. J. Phone, Brash.

**SEVERAL** FOR since reconditioned and tackle and 225 Hammersmith.

**MAIN** MOTOR A offer this we.

**LATEST** released L. immaculate, couplings, carrier medium chassis, as lying, offers.

**and O.V.** model with station, offer.

**with paraffin** con. 4 x 4, some with 4 x 4, ex. £425. Scammell m. diesel, one owner, trailers, also Tax. Try us for your available at comp.

**EX-V** G.M.C. with Q.M. trailers, View Rd., Wellic.

**INSULATED** m. 4-wheel draw-Malpas Rd., New.

**1939** FODEN reason for sale, ready to go, no dealers.

## Miscellaneous Vehicles (contd.)

**1957** TR3 articulated unit, air brakes, well shod one owner, with 25-ft. trailer, 2 T.C. coupling, choice of two. Box CM371, care of "The Commercial Motor." 851-517

**1952** BEDFORD tractor unit, complete with pole wagon, 42,000 miles, one owner, very clean condition. 1460. Jenkin, Lyndfield, Sussex 2333. 851-10

### Articulated Vehicles Wanted

**WANTED**, 8-12-ton artic., low-loading trailer with knock-out axles and Taker coupling. Thomas, South St., Wells, Somerset. Phone 3193. 852-8519

**WANTED**, articulated flat vans and low-loader trailers. W. H. Short, Ltd., Newthorpe, Notts. Kimberley 851-1471

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**BREAKDOWN** tractor, Bedford Q.L. shortened chassis, 9 wheelbase 9 ft. 3 in., low-bed winch, new chassis and jib. Salop Trailer Co., Ltd., Old Coleham, Shropshire. 851-8482

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**1951** AUSTIN 3-ton Loadstar cattle truck, new tyres, decocked, etc., £245. Jackson's, Wote St., Basingstoke 1690. 851-82

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**MORRIS** (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares, London or Lowestoft, High Wycombe, Bucks. Phone, High Wycombe 4078. 852-933

**LARGE** best latest-type MORRIS B.M.C. 4-wheel-drive units, reconditioned, model M.R.A./1.

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**A.E.C.** Albion, Austin, Bedford, F.W.D., Maudslays, etc. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

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**LATEST** release of low-mileage Bedford 3-ton 4 x 2, immaculate, from £125; Ford ET6 with fifth pin coupling, carrier winch, 4 x 4, at £150; Morris 4 x 4 medium chassis, £140; Canadian Chevrolet and Ford, as using, offers; one each Bedford OL tanker, 950-gal., and OY model with 500-gal. tank; G.M.C. 6 x 6, requires attention, offers; Albion 6 x 4, as new, ideal farm work with paraffin conversion, £140; choice of 40 Dodge 15-cwt. 4 x 4, some with winch, require attention, from £65; Ford 6 x 4, ex-W.D., registered, choice of three from £425; Scammell mechanical horse and spares; Dennis Max diesel, one owner, from £145; choice of 2- and 4-wheel tipper, also Tanker and Scammell artic., from £150. Try us for your used spare parts, practically every make available at competitive prices. 851-413

**G.M.C.** Ford, Chevrolet and Dodge vehicles and O.M. trailers. Cameron Garage, B/O 180-186 Park View Rd., Welling, Kent. (Bexleyheath 1473). 851-24687

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**INSULATED** meat container, 14 ft. 6 in., on a Dyson 4-wheel draw-bar trailer, air brakes. R. Cowdell, 121 Hales Rd., Newport, Mon. Phone 59866. 851-131

**1939** FODEN 6-wheel Steer, with insulated meat box, ready for work, fitted for draw-bar trailer, etc., for sale, reduction in fleet, nearest £425. Drake reason, no dealers. Phone, Shorehich 9401. 851-435

## Miscellaneous Vehicles (contd.)

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**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. Two-year guarantee.

**FREIGHT** ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6651. 222-984

**MORRIS** 5-6-ton diesel 1,000-ft. pantech. October, 1952, overdrive gearbox, one owner, £350. Commercial Disposals, Ltd., Fremington, Devon. Fremington 203. 851-4272

**1952** BEDFORD 1,000-cu.-ft. Luton, well shod, very clean and ready for work, £235.

**1948** DODGE, 850 cu. ft., well shod, aluminium body, good running order, £75.

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**1957** SEDDON 25 diesel Luton van, 500 cu. ft., mileage 19,460, good condition, £525 or near.

**R. M. Wright, Ltd.**, Newland, Lincoln. 851-x4366

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**NEW** AUSTIN 5-ton chassis-scute 51, diesel, complete with a 1,250-cu.-capacity Luton body. Also

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**NEW** AUSTIN 30-cwt. LD. chassis, 2-2 diesel, with 500-cu.-capacity Luton body. And

**NEW** AUSTIN 152 15-cwt. chassis with 400-cu.-capacity Luton.

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Hil 5272, ext. 22. 851-118

**1954** COMMOR Q3 Superpole Luton, heater, one local owner, £275.

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**1955** BEDFORD 5-ton 1,450-cu.-ft. diesel Luton, one owner, very tidy body, now being fitted with factory replacement Perkins diesel engine, with new roofed lining, unladen weight 2 tons 19 cwt., for £1,050. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 851-101

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**30** CWT. Luton vans, 690 c.e.

**4** 1-TON BEDFORD Luton van, 1,000 c.e.

**1954** LEYLAND, 1,700 c.e.

**1955** AUSTIN boxvan, 750 c.e.

**1955** MORRIS boxvan, 750 c.e.

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**1948** COMMOR 3-ton 1,000 cu. ft. flat floor, 12,000 miles since £230 spent, best offer over £160. Phone, Ewell (Surrey) 1674. 851-454

**1953** BEDFORD Luton van, petrol, walk-in tail-board, 1,200 cu. ft., £295. Apply, Cole and Sons (Furnishers), Ltd., 57 Ipswich St., Stowmarket. Suffolk. 851-457

### CHANDLERS MOTORS, LTD.

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**1954** BEDFORD A-type 8-ton van, used on Admiralty contract, in excellent order, £350.

**1951** BEDFORD 3-ton pantech. on Plymouth body, 928 cu. ft., drop well, £185.

**CHANDLERS** MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Greenwich 2033-4. 851-333

**NOVEMBER**, 1955, BEDFORD Luton van, 1,000 cu. ft., Perkins P6 engine, in marvellous condition, £225. 373 East Bank Rd., Sheffield. Phone 29139, 37529, 396241. 851-268

## Miscellaneous Vehicles (contd.)

**TWO** large capacity articulated pantechnons, trailers, low loading, one almost new, complete with all fittings, bargain.

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**LARGE** stock of tanks and tankers, all types, for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-852

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**TANKERS**, 1,200 gal., 1949-50, Austin, Quinton and Uxbridge 8617. 851-477

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**1948** A.E.C., 3,500 gal.

**1952** BEDFORD, 1,200 gal., choice of two, with pump.

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**CARRIMORE**. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.  
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**12-TON 24-ft. straight-frame semi-trailers**, with Tasker D-S automatic coupling, now ex-stock.  
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**£110** (the pair), two 20-ft. Frauhum 10-12-ton artic. trailers.  
**£40**, 3-ton Scammell trailer, good condition.  
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2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, 2534, 2536, 2538, 2540, 2542, 2544, 2546, 2548, 2550, 2552, 2554, 2556, 2558, 2560, 2562, 2564, 2566, 2568, 2570, 2572, 2574, 2576, 2578, 2580, 2582, 2584, 2586, 2588, 2590, 2592, 2594, 2596, 2598, 2600, 2602, 2604, 2606, 2608, 2610, 2612, 2614, 2616, 2618, 2620, 2622, 2624, 2626, 2628, 2630, 2632, 2634, 2636, 2638, 2640, 2642, 2644, 2646, 2648, 2650, 2652, 2654, 2656, 2658, 2660, 2662, 2664, 2666, 2668, 2670, 2672, 2674, 2676, 2678, 2680, 2682, 2684, 2686, 2688, 2690, 2692, 2694, 2696, 2698, 2700, 2702, 2704, 2706, 2708, 2710, 2712, 2714, 2716, 2718, 2720, 2722, 2724, 2726, 2728, 2730, 2732, 2734, 2736, 2738, 2740, 2742, 2744, 2746, 2748, 2750, 2752, 2754, 2756, 2758, 2760, 2762, 2764, 2766, 2768, 2770, 2772, 2774, 2776, 2778, 2780, 2782, 2784, 2786, 2788, 2790, 2792, 2794, 2796, 2798, 2800, 2802, 2804, 2806, 2808, 2810, 2812, 2814, 2816, 2818, 2820, 2822, 2824, 2826, 2828, 2830, 2832, 2834, 2836, 2838, 2840, 2842, 2844, 2846, 2848, 2850, 2852, 2854, 2856, 2858, 2860, 2862, 2864, 2866, 2868, 2870, 2872, 2874, 2876, 2878, 2880, 2882, 2884, 2886, 2888, 2890, 2892, 2894, 2896, 2898, 2900, 2902, 2904, 2906, 2908, 2910, 2912, 2914, 2916, 2918, 2920, 2922, 2924, 2926, 2928, 2930, 2932, 2934, 2936, 2938, 2940, 2942, 2944, 2946, 2948, 2950, 2952, 2954, 2956, 2958, 2960, 2962, 2964, 2966, 2968, 2970, 2972, 2974, 2976, 2978, 2980, 2982, 2984, 2986, 2988, 2990, 2992, 2994, 2996, 2998, 3000, 3002, 3004, 3006, 3008, 3010, 3012, 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3346, 3348, 3350, 3352, 3354, 3356, 3358, 3360, 3362, 3364, 3366, 3368, 3370, 3372, 3374, 3376, 3378, 3380, 3382, 3384, 3386, 3388, 3390, 3392, 3394, 3396, 3398, 3400, 3402, 3404, 3406, 3408, 3410, 3412, 3414, 3416, 3418, 3420, 3422, 3424, 3426, 3428, 3430, 3432, 3434, 3436, 3438, 3440, 3442, 3444, 3446, 3448, 3450, 3452, 3454, 3456, 3458, 3460, 3462, 3464, 3466, 3468, 3470, 3472, 3474, 3476, 3478, 3480, 3482, 3484, 3486, 3488, 3490, 3492, 3494, 3496, 3498, 3500, 3502, 3504, 3506, 3508, 3510, 3512, 3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530, 3532, 3534, 3536, 3538, 3540, 3542, 3544, 3546, 3548, 3550, 3552, 3554, 3556, 3558, 3560, 3562, 3564, 3566, 3568, 3570, 3572, 3574, 3576, 3578, 3580, 3582, 3584, 3586, 3588, 3590, 3592, 3594, 3596, 3598, 3600, 3602, 3604, 3606, 3608, 3610, 3612, 3614, 3616, 3618, 3620, 3622, 3624, 3626, 3628, 3630, 3632, 3634, 3636, 3638, 3640, 3642, 3644, 3646, 3648, 3650, 3652, 3654, 3656, 3658, 3660, 3662, 3664, 3666, 3668, 3670, 3672, 3674, 3676, 3678, 3680, 3682, 3684, 3686, 3688, 3690, 3692, 3694, 3696, 3698, 3700, 3702, 3704, 3706, 3708, 3710, 3712, 3714, 3716, 3718, 3720, 3722, 3724, 3726, 3728, 3730, 3732, 3734, 3736, 3738, 3740, 3742, 3744, 3746, 3748, 3750, 3752, 3754, 3756, 3758, 3760, 3762, 3764, 3766, 3768, 3770, 3772, 3774, 3776, 3778, 3780, 3782, 3784, 3786, 3788, 3790, 3792, 3794, 3796, 3798, 3800, 3802, 3804, 3806, 3808, 3810, 3812, 3814, 3816, 3818, 3820, 3822, 3824, 3826, 3828, 3830, 3832, 3834, 3836, 3838, 3840, 3842, 3844, 3846, 3848, 3850, 3852, 3854, 3856, 3858, 3860, 3862, 3864, 3866, 3868, 3870, 3872, 3874, 3876, 3878, 3880, 3882, 3884, 3886, 3888, 3890, 3892, 3894, 3896, 3898, 3900, 3902, 3904, 3906, 3908, 3910, 3912, 391

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**FOR** sale, three Tasker 5-ton trailers, with permanent sides and 10.50 by 20 tyres, £80 the three. **ONE** mobile workshop, 10.50 by 20 tyres, as new, for lighting plant, drill, vices, grinders, cable lamps, etc., 12,000 miles only, £150. **J. BULLEN, GRANTHAM, Lincs.** Grantham 1926-1

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**APPLICATIONS, IN WRITING, SHOULD BE**

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**ALBERT E. REED AND CO., LTD.,**

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**PLEASE QUOTE REFERENCE TIDM/RT/93.**

851-39

**FOREMAN** required for commercial vehicle repair centre, Birmingham area; must have first-class heavy commercial vehicle experience and good organizing ability; permanent position for suitable applicant. Box CM495, care of "The Commercial Motor." 852-8473

**COMMERCIAL** vehicle fitters and mechanics required, fully skilled men only, Birmingham area. Travelling allowance for suitable applicants. Box CM496, care of "The Commercial Motor." 852-8474

**FOREMAN** required for Vauxhall-Bedford main dealer service station in S.W. Midlands; product experience essential. Apply Box CM508, care of "The Commercial Motor." 851-8501

#### ESTIMATOR.

Fully accustomed to all branches of the repair of all types of commercial vehicles and cars, excluding bodywork; machine shop experience an advantage. Age 25-40. Good salary commensurate with experience. Pension Scheme. Write in confidence to:—

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**PARK ROYAL, LONDON, N.W.10.** 851-42

**COMMERCIAL** Vehicle Salesman must be fully experienced on valuations, middle-aged man preferred. Write in first instance to Box CM501, care of "The Commercial Motor." 852-8499

**SALES** Representative required for South West England and Scotland, by an international company manufacturing light-alloy commercial bodies, also in steel, wood and plastic and supplying kit sets and accessories of all commercial vehicles. Only those with complete experience need apply. Salaries, generous commission and expenses. Car provided. Write, giving details to Box CM505, care of "The Commercial Motor." 851-8502

**PARTS** Manager required for Vauxhall-Bedford main dealer depot in W. Midlands. Experience of stock control and monthly stock orders, etc., essential. Apply Box CM509, care of "The Commercial Motor." 851-8502

**TRAFFIC** clerk required for general traffic office duties, including timetable and licensing work, previous experience an advantage but not essential. East Kent Road Car Co., Ltd., Harbledown, Canterbury. 852-8515

A59



# Miscellaneous Advertisements (contd.)

## COACHBUILDING SUPERINTENDENT. THE ROYAL ARSENAL CO-OPERATIVE SOCIETY, LTD.,

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Applications should state age and give full particulars of experience and qualifications, with salary required, to:

THE STAFF MANAGER,  
71 POWIS STREET,  
WOOLWICH, S.E.18.

851-113

**OWING** to expansion, first-class diesel fitter-mechanics required, must have wide experience of all aspects of fleet maintenance (Leylands and Albions particularly), welding experience an advantage and must be capable of working on own initiative. Housing accommodation will be available. Apply, in writing, giving full particulars and copy references to Chief Superintendent Engineer, Vehicle Hire and Supply Co., Ltd., 36 Higham Rd., Rushden, Northants. 852-8522

**SALES** representatives required for public service vehicle dealers; excellent opportunity for alert, experienced men, aged about 30, with proven selling record in vehicle sphere; good salary commission and expenses; car supplied; four-figure income easily attainable by enthusiasts prepared to dedicate themselves to the job—others need not apply; written applications only in first instance. Alf Moreley, Ltd., 140 Knightsbridge Rd., Loughborough. 851-163

**ASSISTANT** required by transport manager for large C-licence fleet operator in N.W. London. Technical knowledge and experience of vehicle maintenance and repair essential. Life insurance and pension scheme in operation. Write in strict confidence giving full details of career and stating present salary to Box CM965, care of 191 Gresham House, E.C.2. 851-54

**COMMERCIAL** vehicle sales representative. An opening exists for an experienced heavy commercial vehicle sales representative. Applicants must have a proved sales record, be capable of handling hire purchase transactions and have a sound knowledge of the used vehicle market. Remuneration by high basic salary and generous commission. Pension scheme in operation. A unique opportunity for the right man. Apply in writing, with details, to R. Cripps and Co., Ltd., P.O. Box No. 62, Lenton, Nottingham. 851-38

## SALES ENGINEER

**OPPORTUNITY** for young qualified draughtsman to join the expanding third axle division of Canadian trailer manufacturer as sales engineer.

**PERSONALITY** is important and must like meeting the public. Preferred age 25-35.

**NEW** housing available in Corby. Company can offer top salary commensurate with experience which should preferably have been in vehicle design field. Contributory pension and good canteen.

**A.L.** personal particulars, please, with past experience and earnings, stating phone contact point if possible, in confidence to:

**W. F. BLOOMFIELD**, York Trailer Co., Ltd., St. Mark's Rd., Corby, Northants. 851-6

**HEAVY** vehicle fitter required, preferably with Scammell experience, by heavy hauliers in N.W. London. Write giving details to Box CM511, care of "The Commercial Motor." 852-8537

**EXPERIENCED** Manager required by meat transport company for Bristol depot. This is an expanding business offering wonderful scope to energetic man with ability. Good salary, pension scheme, car supplied. Box CM516, care of "The Commercial Motor." 851-320

**EXPERIENCED** Traffic Clerk required for East London contractors office, only keen, energetic men need apply, write giving details, past and present positions. Box CM502, care of "The Commercial Motor." 851-518

**VAUXHALL**, Bedford main dealers have vacancy for senior with good experience of motor trade to control books of associate company. Duties include preparation of monthly accounts. Some secretarial knowledge an advantage. Apply in writing, giving age, particulars of experience and present salary to the Secretary, E. J. Baker and Co. (Dorking), Ltd., High St., Dorking, Surrey. 851-516

# Miscellaneous Advertisements (contd.)

## SITUATIONS WANTED

**GO-AHEAD** young man requires work for 6-yd. tipper. Russell, Chinese Gardens, Hursley, 851-386

**REPRESENTATIVE**, coachbuilding vehicles, trailers, 20 years' experience, Southern Counties, Wales, Midlands, engineering background, desires change. Box CM5110, care of "The Commercial Motor." 851-24688

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- (b) HOLPACK NO. 13 COMPRESSOR UNIT COMPLETE;
- (c) FORDSON DEXTA TRACTOR; AND,
- (d) HAYTER MOWER;

AND ALSO FOR THE PURCHASE FROM THE COUNCIL OF A SCAMMELL MECHANICAL HORSE.

Specifications and forms of tender may be obtained from the ENGINEER AND SURVEYOR, PIERREMONT HALL, BROADSTAIRS, KENT.

Tenders should be sent to me not later than April 22, 1960, in an envelope free of any mark indicating the sender, but endorsed "Mechanical Plant."

Pierremont Hall,  
Broadstairs,  
April 4, 1960.

H. C. NORRIS,  
Clerk of the Council.  
851-119

## COUNTY BOROUGH OF EAST HAM.

### DISPOSAL OF AMBULANCES.

TENDERS INVITED FOR THE PURCHASE OF THE FOLLOWING:—

- A 1949 BEDFORD AMBULANCE.
- A 1950 BEDFORD AMBULANCE.

Vehicles may be inspected during normal office hours at the Transport Repair Depot, Nelson Street, E.6. Tenders returnable by 12 noon on April 20, 1960.

R. H. BUCKLEY,  
Town Clerk.  
851-380

## WARRINGTON RURAL DISTRICT COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING VEHICLES:—

- ONE DIESEL REFUSE VEHICLE 10 CU. YD. SIDELOADER, WITH DOUBLE CAB. ONE COMMER 15-CWT GOODS VAN DIESEL ENGINE WITH HINGED DOORS. TO TAKE IN PART-EXCHANGE ONE 1957 MARK VIII COMMER EXPRESS DELIVERY VAN. VEHICLES TO BE PAINTED AND LETTERED TO SPECIFICATION.

Tenders in plain sealed envelope suitably endorsed to the Clerk to the Council, WARRINGTON R.D.C., MUSEUM STREET, WARRINGTON, not later than noon, April 23, 1960.

The Council do not bind themselves to accept the lowest or any tender.

W. A. MORRISON,  
Chief Public Health Inspector.

Public Health Department,  
11 Springfield Street,  
Warrington.  
851-402

# Miscellaneous Advertisements (contd.)

## BOROUGH OF BARRY.

### TENDERS FOR THE SUPPLY OF VEHICLES.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:—

ONE 10-12-cwt. Van, fitted with 4-cylinder petrol engine, with single passenger's seat, footrail, sun visor, quarter rear bumpers, flashing direction indicators and all usual accessories, including number plates, licence holders, tools, etc.

A roof rack for ladders is also to be fitted.

ONE 5-cwt. Van, fitted with 4-cylinder petrol engine, with single passenger's seat, footrail, sun visor, quarter rear bumpers, flashing direction indicators and all usual accessories, including number plates, licence holders, tools, etc. A roof rack for light materials is also to be fitted.

Both vehicles to be painted in dark green colour (middle Brunswick green) with transfer of the Borough Coat-of-Arms applied to the centre of the top panel on each side of the body. (Transfers will be supplied.)

The fleet number and departmental details to be painted in 1-in. white letters at the bottom of the rear of the body immediately to the rear of the passenger's door.

All prices are to include delivery to the Public Works Depot, Greenwood Street, Barry, and the time required for delivery is to be stated.

Tenders in a plain sealed envelope, endorsed "MOTOR VANS," to be delivered to the TOWN CLERK, TOWN HALL, BARRY, not later than NOON on Saturday, April 23, 1960.

J. CLEMENTS COLLEY,

Town Hall,  
Barry,  
March 31, 1960.

Town Clerk.  
851-387

## BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 59). A life vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free. **DIESEL** oil stock books. 6s. books, etc. Send for descriptive literature to **CHARNWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire. 222-860

**"MODERN CLEANSING APPLIANCES,"** by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**LONDON WHARVES AND DOCKS** (2nd Edition). "A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map, indicating the main route to London's dock area is included. Illustrated. 164 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**THE ROAD TRANSPORT ENGINEER.** Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**WHO'S WHO IN THE MOTOR INDUSTRY** (Third Edition). A Directory of Personnel in the British Motor and Commercial Vehicle Industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. net by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**MOTOR VEHICLE MECHANICS' TEXTBOOK** (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the award of the National Craftsmen's Certificate in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 257 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

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**THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953.** Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

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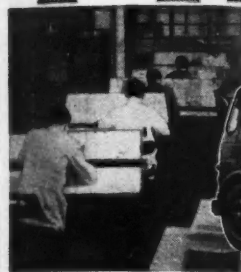
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April 8, 1960

THE COMMERCIAL MOTOR

(Supplement) 79

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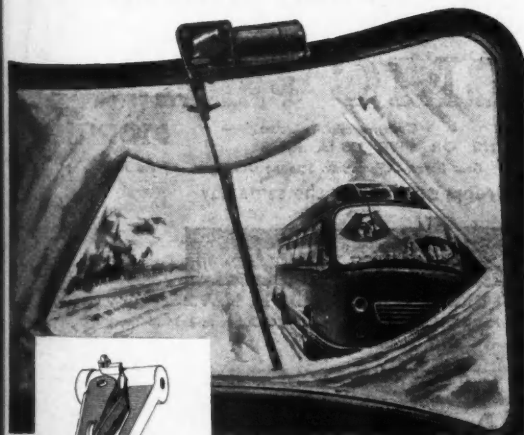
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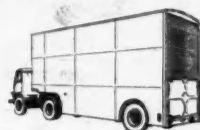
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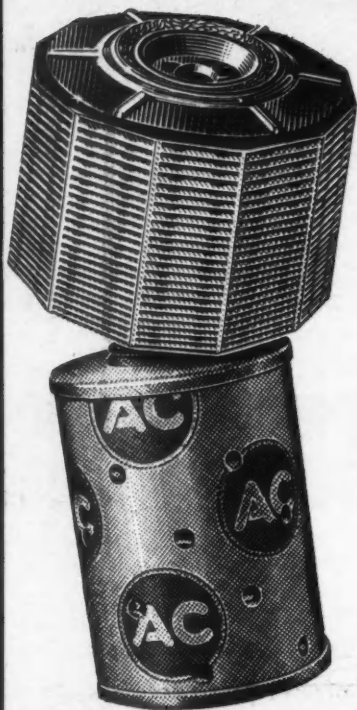
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THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 35

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April 8, 1960

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